Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1922

(Established 22nd September 1836.)

VOLUME II.

CORRESPONDENCE.

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WITH THE COMPLIMENTS OF THE SECRETARY
BOMBAY CHAMBER OF COMMERCE.
9-10-23.

Bombay Chamber of Commerce.

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APPENDICES A—Z.

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APPENDIX A-1.

APPOINTMENT OF ADDITIONAL ASSISTANT SECRETARY ON SPECIAL DUTY IN CONNECTION WITH THE WORK OF THE BOMBAY MILLOWNERS' ASSOCIATION.

No. 760/164 of 13th September 1922.

From Bombay Millowners' Association to Chamber.

I am desired by my Committee to address you on the subject of the agreement under which, in 1904, the secretarial work of this Association was taken over by the staff of the Chamber in consideration of a monthly contribution by the Association towards the cost of the Chamber's establishment.

2. The arrangement then arrived at has operated to the advantage of both parties and my Committee appreciate to the full the pleasant relations which have existed between the two bodies throughout the period under review and due in no small measure to the good work which the several secretaries and other members of your staff have done on the Association's account.

3. My Committee, however, after the most careful and earnest consideration have decided that the time has now arrived when, if the Association is to cope adequately and efficiently with the great increase both in volume and importance of its activities which they foresee in the immediate future, it is essential that its office organization should be under the control of a whole-time officer possessing considerable technical knowledge and experience of the practical side of the cotton textile industry, in addition to the secretarial ability and experience of no mean order which they have been accustomed to associate with the various Secretaries of the Chamber and have at all times been freely placed at their disposal. Moreover, there remains the contingency that, if the work of the Association continues to

increase upon a scale commensurate with the development and progress of the industry, it may be necessary at a later date to effect a complete separation of the office organizations of the two bodies but such is not my Committee's desire at the present juncture and they put forward the following proposals in regard to the revision of the existing agreement in the hope that they may be acceptable to your Committee as providing for the legitimate requirements of the Association in the matter of the expansion and development of its activities in such a manner as is least likely to impair the happy relations which have so long existed between the two bodies.

4. Briefly my Committee's proposal is that the Chamber should engage an additional Assistant Secretary with the necessary technical experience, who might be styled "Assistant Secretary on Special Duty" and should be, to all intents and purposes, a whole-time Secretary of the Association except that in all matters affecting the internal organization and discipline of the office he would be under the order of the Secretary of the Chamber; he would also be required to comply with the Chamber's rules and regulations under which he would of course be engaged.

5. The selection of candidates for the appointment will, we realize, present some little difficulty as the qualifications which the successful applicant would be required to possess are not easily found in one and the same man. To obviate that difficulty my Committee suggest that the selection should be made in the first instance by them, or members of their body at present in England, and that the candidate selected should be approved either by your Committee or, if as is probable the selection is made in England, by their nominee in that country. I attach a draft of an advertisement which might be inserted in the press, both in India and in the United Kingdom, for that purpose.

6. The agreement which the candidate would be required to sign might, my Committee suggest, be for three years and in the light of the contingency to which I have referred above, you would probably require that the Association should retain a lien on the candidate's services in the event

of complete separation being mutually decided upon at any period during the tenure of the agreement.

7. A revision of the existing financial arrangements will also be necessitated by the adoption of the above proposals and in that connection my Committee suggest that in place of their present lump contribution of Rs. 1,500 per month they should pay an amount equal to the salary to be offered to the candidate plus the sum of Rs. 1,000, or two-thirds of their existing contribution. The Association would of course continue to meet, as heretofore, its own stationery, printing and other current and incidental charges.

8. My Committee will be grateful if you will be good enough to intimate, as soon as possible, whether the proposals above outlined are acceptable to the Committee of the Chamber in order that, if so, an attempt may be made at an early date to secure the services of a suitable man.

No. 1694/230 of 20th September 1922.

From Chamber to Bombay Millowners' Association.

I am directed to acknowledge receipt of your letter, No. 760-164, dated the 13th September 1922, and its accompaniment, upon the subject of the proposed entertainment of an additional Assistant Secretary, with technical experience, who shall be on special duty in connection with the work of your Association.

2. In reply I am to state that your Committee's proposals in the above connection, as outlined in paragraphs 4—7 of your letter have received the careful consideration of the Committee of the Chamber and are approved by them subject to the conditions therein noted.

3. I am to add that my Committee will advise you in due course of the name of the gentleman whom they propose to ask to approve the candidate on their behalf in the event of the selection being made in England as is contemplated in paragraph 5 of your letter. In all other events they will of course require that the candidate shall be approved by the Chairman and/or Deputy Chairman of their body.

No. 1039/125 of 29th December 1922.

From Bombay Millowners' Association to Chamber.

In continuation of the correspondence resting with your letter No. 1694-230, dated the 20th September 1922, upon the subject of the proposed entertainment of an additional Assistant Secretary, with technical experience, for special duty in connection with the work of this Association I am directed to say that my Committee recommend the appointment of Mr. T. Maloney, M.C., and that, in accordance with the arrangement outlined in paragraph 3 of your letter above cited, the candidate selected has been seen and, it is understood, approved by the Chairman and Deputy Chairman of the Chamber.

2. I am accordingly to request that the question of the agreement to be drawn up between the Chamber and Mr. Maloney may receive the consideration of your Committee at a very early date. Before indicating briefly the specific points which should be covered by the agreement I am however to observe that Mr. Maloney is at present under a contract with the Government of India which expires on the 31st March 1923 and that he has expressly stipulated that in consideration of his willingness to take up his new duties immediately Government relinquish his services he shall be allowed to proceed on leave to the United Kingdom in 1924. This will explain why my Committee require that the agreement shall be for a period of three and a half years instead of the more usual one of three years. By meeting Mr. Maloney's wishes in the foregoing connection my Committee hope that it may be possible to secure his services at any rate by the 1st April next, or, if an informal representation to the Member in charge of the Department concerned which they propose to make in that behalf is successful, by an even earlier date, and they have reason to believe that such an arrangement will prove advantageous to both bodies.

3. The general terms upon which Mr. Maloney has been offered and intimated his willingness to accept the appointment are a three and a half years' agreement and a salary upon the scale of Rs. 1200—100—1,400 (*i.e.*, Rs. 1,200 per

month for the first 18 months and Rs. 1,300 and Rs. 1,400 per month for the remaining two years respectively). In connection with the agreement, which will otherwise follow, they presume, the lines of those usually executed between the Chamber and its Officers, my Committee desire that in the special circumstances of the case it shall provide specifically for the following matters :—

(*a*) Permission to avail himself of 4 months' leave on half pay in 1924—the cost of a first class return passage for the purpose to be defrayed by the Association.

(*b*) The termination of the agreement either by the Chamber, at the request of the Association, or by Mr. Maloney, at any period during its currency upon six months' notice being given of the party's desire to do so.

(*c*) The prohibition of any form of speculation.

4. The acceptance by the Chamber of my Committee's proposals in the foregoing connection will necessarily involve the revision of the existing arrangement between the two bodies and my Committee will be glad to receive an indication of your Committee's views in that regard at an early date.

APPENDIX A-2.

MEASUREMENT OF COTTON BALES SHIPPED TO JAPAN.

Dated 15th November 1922.

From Messrs. Mackinnon Mackenzie and Co., the Nippon Yusen Kaisha and the Osaka Shosen Kaisha to the Chamber.

It has been agreed recently between the Shipping Companies and the Japan Cotton Spinners that in future freight on

cotton shipped to Japan will be charged on the basis of so much per bale instead of per ton of 40 c. ft. The shippers of Japan cotton will, therefore, no longer need to cube out on your measurement slips the cubic measurement of each bale. The cubic measurement of the bales is, however, still necessary to the Shipping Companies in order that they may know that bales of uniform size are being shipped.

In the circumstances, we shall be obliged if you will let us know whether the Chamber is prepared to undertake to enter the cubic measurement of the bales on the measurement slips, as well as the separate dimensions, as otherwise these slips will be of little use.

No. 2201/290 of 30th November 1922.

From Chamber to Messrs. Mackinnon Mackenzie & Co., Agents, P. & O. & B. I. S. N. Cos., Bombay.

I am to refer to your letter of November 15th signed jointly by yourselves and Messrs. Nippon Yusen Kaisha and Messrs. Osaka Shosen Kaisha enquiring as to whether the Chamber is prepared to undertake the entering of the cubic measurement of cotton bales shipped to Japan on the measurement slips as well as the linear dimensions of each bale.

In reply, I am to inform you that my Committee are prepared to issue orders that this work shall be undertaken, on the understanding that the expenses incurred in carrying out the same shall be defrayed.

I am to state that careful consideration has been given as to what extra staff would be necessary in order that this additional duty should be efficiently discharged, and my Committee are of opinion that the extra cost per annum to the Chamber in this connection would be Rs. 6,000.

I am finally to request that adequate notice may be given should you decide that the Chamber be requested to carry out this work on the conditions above indicated.

Dated 7th December 1922.

From Messrs. Mackinnon Mackenzie & Co., the Nippon Yusen Kaisha and the Osaka Shosen Kaisha to Chamber.

We beg to acknowledge receipt of your letter No. 2201/290 of 30th ultimo and we are much obliged for the enquiries you have made with regard to cubing the dimensions of bales of cotton shipped to Japan. We note that you estimate that the additional cost to the Chamber for entering the cubic measurements on the slips would be Rs. 6,000.

We do not, however, desire that any alterations shall be made at present in the system now in vogue. In the event of our wishing to make any alterations we will give adequate notice.

APPENDIX A-3.

TONNAGE SCALE.

CLEANED COTTON SEED.

No. 2025 of the 17th March, 1922.

From the Tata Engineering Co., Ld., to Chamber.

There is a proposal with us from several British crushers of Indian cotton seed to give the Bombay seed a preliminary treatment of cleaning and defibrating before shipping them to England. In the tonnage scale fixed by your Chamber of Commerce, cotton seed has been rated at 13 cwt. to a ton. On giving the preliminary treatment the bulk of the seed will be considerably reduced on account of the absence of the fibre and foreign matter. The seed in its pure condition would be similar to any other oil seed now exported from India.

In 1901 your Chamber postponed the consideration of fixing the tonnage scale of the treated seed till a future date. We shall now feel obliged if you will kindly let us know whether

this matter would be reconsidered, and if so, what would be the scale fixed for treated cotton seed. On receipt of your reply the British crushers will consider the advisability of putting up an expensive plant in Bombay, a plant which is likely to cost about 10 lakhs of rupees; and unless the scale is revised, there will be no consideration for the British crushers to put up an expensive plant in Bombay.

No. 506/111 of 31st March 1922.

From Chamber to the Tata Engineering Co., Ld., Bombay.

I am directed to acknowledge receipt of your letter No. 2025, dated the 17th March 1922, and in reply to state that my Committee are willing to consider the question of a new rating for cleaned and defibrated cotton seed in the Chamber's Tonnage Schedule.

I am, however, to inform you that before this question can be dealt with it will be necessary for you to submit a sample of the treated cotton seed (not less than 5 tons in bulk) in order that the necessary test may be carried out.

APPENDIX B-1.

VISIT TO THE CHAMBER OF THE HON'BLE SIR MALCOLM HAILEY.

Circular letter, dated 7th April 1922.

From the Secretary to all Members of the Chamber.

The following summary of the proceedings at an informal meeting of the Committee of the Chamber with the Hon'ble Sir Malcolm Hailey, K.C.S.I., C.I.E., I.C.S., Finance Member of the Government of India, held on Tuesday, the 4th instant, is circulated for the information of members.

The Hon'ble the Finance Member, who was accompanied by the Hon'ble Mr. E. M. Cook, C.I.E., I.C.S., Secretary to the Finance

Department, Government of India, Mr. A. C. McWatters, C.I.E., I.C.S., Controller of the Currency, Mr. H. Denning, I.C.S., Deputy Controller of the Currency, Bombay, and Mr. A. A. L. Parsons, I.C.S., met the General Committee and Finance Sub-Committee of the Chamber on Tuesday, the 4th April, 1922, at 4-30 p.m. for an informal discussion on various financial and currency questions, Sir Robert Aitken, Kt., Sir Bernard Hunter, Kt., Mr. H. P. W. Macnaghten, M.L.C., and Mr. S. J. Gillum, M.L.C., were also present by invitation. Mr. F. Nelson, Chairman of the Chamber, presided.

The Chairman, in welcoming the Hon'ble Member on behalf of the Committee of the Chamber, congratulated him upon the well deserved honour which had been conferred upon him since his last visit to the Chamber and Sir Malcolm Hailey briefly replied.

Proceeding, the Chairman referred in the first instance to a letter which the Chamber had received from the Finance Department forwarding a copy of the conditions and procedure which the Governor-General in Council had prescribed in respect of the issue of currency notes against bills of exchange under Section 19-A of the Indian Paper Currency Act II of 1910, and, in particular, to the decision that the rate of interest should be fixed by the Controller of the Currency and should not be less than 8 per cent. per annum. In the latter connection the Chairman pointed out that although the general opinion of the Chamber when the question was first mooted in September 1920 was that the rate then suggested, namely, 8 per cent. was prohibitively high the scheme had nevertheless been introduced on that basis. The Chairman added that the Chamber's view was, briefly, that the whole measure should be so directed as to prevent money becoming dear rather than to alleviate such a situation when it had already arisen.

Mr. Nelson further enquired in whose hands the actual interpretation of the measure had been left, and whether, for instance, an internal bill would be considered as such for the purpose of the scheme if drawn by an European firm of standing upon another firm of similar repute provided always that a suitable certificate was attached to the bill to the effect that the money was required for the financing of trade.

In reply the Hon'ble Member stated that the present measure was in an experimental stage only and that he personally would welcome any expression of opinion as to the utility of the scheme in general and of the procedure provisionally adopted, in particular. He added, however, that he was not aware that the Chamber had originally represented that in its opinion a minimum rate of 8 per cent. was prohibitively high and he emphasized the fact that the procedure which they had provisionally adopted this year in that connection was not meant to be final, and Government would consider very carefully any suggestions, for possible modifications with regard to future issues.

In commenting upon the Chamber's view that the measure should be of a preventive rather than an alleviative nature Sir Malcolm Hailey stated that it would be a matter of considerable difficulty for Government to decide, when the bank rate was in the region of, say 6 per cent. as to whether, in such circumstances, the conditions likely to obtain in the money market in the immediate future were of sufficient stringency to suggest that the moment had arrived for the emergency issue of currency notes in the manner already described. The Hon'ble Member further stated that the interpretation of all practical details arising out of the administration of the scheme had been delegated to the Imperial Bank of India.

A general discussion then ensued as a result of the Chairman's request that the Hon'ble Member might be good enough to make a statement with regard to the Governments borrowing programme, both in India and in London, for the current year. Particular consideration was given during the course of the discussion to the question whether the funds standing at present to the credit of the Gold Standard Reserve in London might not be utilized by the Secretary of State either as an alternative, or in addition, to his projected borrowings in London.

After stating, however, that he had nothing to add to the remarks made in that connection in his Budget speech the Hon'ble Member admitted that the Government of India were confronted with a very difficult problem in that regard, namely, as to how they could best cover the estimated deficit in London of the Secretary of State's standing requirements, amounting approximately to £18 million. Assuming that a loan of approximately £15 million could be raised at a reasonable rate of interest from the London market it was understood that a further sum of about £18 million was likely to be required and the discussion was devoted generally to the question as to the advisability, or otherwise, of utilizing a portion of the funds in the Gold Standard Reserve for that purpose and, if so, as to whether the portion so utilized could be deflated in India during a term of years with any degree of safety. In this connection the Hon'ble Member invited the Chamber to express at a later date its considered views with regard to—

(*a*) the general question of utilizing the Gold Standard Reserve in the present emergency with particular reference to the manner in which it might be so utilized.

(*b*) the advisability of devoting the interest from the Securities in the Gold Standard Reserve to revenue purposes; and

(*c*) the question of the proposed import duty on silver raised by Sir Montagu Webb during the recent session of the Legislative Assembly.

The Hon'ble Member further stated that he was in agreement with the opinion expressed by the Chairman to the effect that, in the event of the Secretary of State finding it impossible, or inexpedient, to secure

his requirements in their entirety by means of a loan, the only alternatives left to him were either to make a forced sale of Council Bills, an operation which would probably have a demoralizing effect upon the exchange market, or to adopt a course which might resolve itself into the entire appropriation of a portion of the Gold Standard Reserve, thus diminishing the resources of that fund, a course which might prove regrettable later in the event of it ever proving desirable again to sell Reverse Councils.

A general discussion on the subject of railway finance, with particular reference to the grants made during the current year on account of Revenue (programme) expenditure, then followed.

In conclusion the Hon'ble Member referred to the constitution under the new Income-tax and Super-tax Act of a Board of Inland Revenue, in the person of Mr. G. G. Sim, C.I.E., I.C.S., which would provide in future a Central Authority for the determination of all questions arising out of the administration of the Act. The Finance Member explained that the procedure indicated represented a very considerable advance upon the system in force prior to the new Act and emphasized the fact that all income-tax queries should henceforth be addressed to that officer who would also devote a great deal of his time to touring the various provinces and thus be available on occasion for personal consultation if necessary.

The Chairman having conveyed to the Hon'ble Member the Committee's appreciation of the facility thus afforded them of discussing with him in person the various financial and other matters of which he has charge the proceedings terminated with a vote of thanks to the Chair.

APPENDIX B-2.

VISITS TO THE CHAMBER OF THE HON'BLE MR. C. A. INNES.

No. 584/123 of 12th April 1922.

From the Secretary to all Members of the Chamber.

Proceedings at an informal meeting of the Committee of the Bombay Chamber of Commerce with the Hon'ble Mr. C. A. Innes, C.S.I., C.I.E., I.C.S., Member for Commerce, Industry

and Railways, Government of India, held on Wednesday, the 5th April 1922, at 3 p.m.

The Hon'ble the Commerce Member who is also in charge of the Departments of Industry and Railways, met the Committee of the Chamber on Wednesday, the 5th April 1922, for an informal discussion on various commercial and industrial matters.

Mr. H. P. W. Macnaghten, M.L.C., was also present by invitation.

Mr. F. Nelson, Chairman of the Chamber, presided.

The Chairman after thanking the Hon'ble Member in the name of the Committee for affording them the opportunity of consulting him in person with regard to the several questions to which he proposed to refer during the discussion, stated that, in the first instance, the Chamber had received a very representative memorial from owners of ginning factories in the Bombay Presidency to the effect that the Indian Factories (Amendment) Act, 1922, made no provision, in the case of women employed in ginning and pressing factories, for their exemption from the provisions of Section 24 of the original Act with the result that, on and after the 1st July 1922, night work by women in such factories would no longer be allowed. The signatories to the memorial maintained that the prohibition would affect very detrimentally the ginning industry of this country and urged a large number of reasons in support of their plea that the Act should be further amended with a view to empowering local Governments to grant permission for night work with female labour to particular classes of factories and under circumstances which made such exemption desirable.

The Hon'ble Member, in reply, explained that the omission from the new Act of the exemption hitherto provided in such cases was in accordance with the Draft Convention adopted by the General Conference of the International Labour Organisation held at Washington in October 1919, and subsequently ratified by the Indian Legislature, concerning the employment of women at night. In the circumstances, Mr. Innes stated that it was difficult to see what action the Government of India could take in the matter but he promised to consider the point upon receipt of the Chamber's representation. The Chairman, in conclusion, emphasized the fact that in the event of the necessary permission being accorded the Local Government it would only be required to utilize its powers in that connection for a period of about three months in every year.

The Chairman next referred to a letter which had been received from other members of the Chamber with regard to Section 37 of the Sea Customs Act, 1878, under the provisions of which, in the event of an alteration in the import duty or tariff valuation, the rate of duty applicable to any goods imported is that in force on the date on which the bill of entry is delivered to the Customs Authorities. In support of their contention that the date upon which the steamer's General Manifest is filed should be the date applicable in such circumstances the members evidenced the case of a steamer which had arrived

on the 28th February and the General Manifest of which had been filed at 3 p.m., the same day but none of the goods could possibly have been cleared through the Customs until after the increase in the import duties had been publicly notified.

The Hon'ble Mr. Innes, said that the amendment of the Sea Customs Act, as a whole, was under consideration and he promised to discuss the point raised with the Collector of Customs, Bombay.

In reply to a question by the Chairman as to the reason for the irregular manner in which the monthly summary of the balance of trade figures were published in the various commercial centres, the Hon'ble Member agreed that the principal centres should receive and abstract of the figures simultaneously through the medium of the morning papers and that the same procedure as obtains in the case of alterations in the rates of Treasury Bills should generally be followed.

The question of the provision of adequate funds for Railways was discussed at some length. The great advance that had been made in respect of the provision of new capital and the virtual severance that had been effected in this regard from the Government's general finances was acknowledged. It was pointed out, however, that the old disability that attached to railway finance still continued in respect of revenue funds required for works of renewals, replacement and general depreciation, and until some means were devised for guaranteeing year by year, and in advance, an adequate sum from revenue, it would still be impossible to construct a satisfactory and continuous programme of works.

The Hon'ble Mr. Innes said that the grant for the current year was Rs. 11·81 crores against Rs. 3 crores before the war. It was the largest grant ever given but he could not say definitely that the same amount would be allotted next year. He considered that all the advantages of the separation of railway finance from the Government of India general finances had already been obtained so far as capital expenditure was concerned, and emphasized the fact that all railways had also been asked to forward a five-year programme of revenue expenditure.

Mr. Innes then made a short statement with regard to the situation on the E. I. Railway and it was agreed that the strike had not so far affected Bombay interests to any serious extent.

Mr. Innes enquired whether the Committee had any views to put forward in regard to the new Cotton Transport Bill, and was informed, in reply, that the Bill had not so far been referred to the Chamber. Mr. Innes accordingly briefly explained the provisions of the Bill.

Mr. Innes then referred to the Bill to consolidate the Merchant Shipping legislation and said an attempt was also being made to amend the law and bring it up to date. He promised to inform the Chamber immediately the papers had been sent to the Government of Bombay

and also agreed to forward to the Chamber copies of the reports of various Committees, such as the Lascar Recruitment Committee.

In conclusion the Hon'ble Member stated that he proposed to circulate the draft bill regarding the registration of Trade Unions for approval, in the first instance, but that both that bill and the Workmen's Compensation Bill would be introduced during the September Sessions of the Legislature.

The Chairman, on behalf of the Committee, thanked the Hon'ble Member for meeting them and giving them an opportunity of discussing with him the numerous legislative and other measures affecting the Commercial Community which his Department had under consideration at the moment.

APPENDIX C.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

The following resolutions—which were severally proposed by the Chambers specified—were unanimously adopted by the meeting :—

1. THE INDIAN LEGISLATIVE ASSEMBLY—*Bengal Chamber*—

The Associated Chambers of Commerce of India and Ceylon emphasise and repeat the resolution which they adopted at their last annual meeting, calling attention to the unsatisfactory result of the exclusion of the Association from direct representation in the Indian Legislative Assembly, and pressing strongly the claim of the Association to such representation. The Association desires to express the disappointment felt by its members that, whereas other important Chambers of Commerce and Associations are rightly given direct representation on the Assembly, such representation is still withheld both from the Association as a whole and from its members individually. Not one of these is thus represented in the discussion in the Assembly on matters of commercial and industrial interest so important as the budget, taxation, exchange, fiscal policy,

the railways and questions relating to factories and labour and workmen's compensation. Further, having regard to the fact that new elections will shortly take place, and that Government have power to make rules increasing the numbers of the Legislative Assembly, the Association is of opinion that the time has now arrived for European commerce to be granted direct representation in the Legislative Assembly on the lines of the recommendations contained in the Southborough Report.

2. DOUBLE INCOME-TAX—*Bengal Chamber*—

In view of the effective provision now made as between the United Kingdom and India for relief from double income-tax, this Association urges the Government of India to continue negotiations with the Government of the Straits Settlements, and with the administrations of Indian States, for the introduction of similar reciprocal measures of relief.

3. TAXATION OF MOTOR VEHICLES—*Punjab Chamber*—

That in the framing of regulations for the control of traffic and local taxation of vehicles, the advisability of fostering transport undertakings be carefully considered.

4. THE CURRENCY QUESTION—*Bengal Chamber*—

With reference to the proposals recently put forward to restore the ratio of Rs. 15 to the sovereign, this Association is of the opinion that no alteration of the nominal ratio should be considered until world conditions become more stable and until the internal finances of the country have been restored to a sound basis.

Thereafter the question of reverting to a ratio of Rs. 15 to the sovereign, or any other ratio, should be examined by Government in consultation with the various Chambers of Commerce in India before forming the subject of enquiry by a special commission, as such commissions have an unsettling effect on trade and are liable to destroy confidence.

5. THE RETRENCHMENT COMMITTEE.—*Karachi Chamber*—

This Association warmly welcomes the work of the Retrenchment Committee under the chairmanship of Lord Inchcape, and is strongly of opinion that State expenditure must forthwith be very materially reduced so as to permit of the balancing of India's Budgets.

6. THE PORT OF CHITTAGONG.—*Chittagong Chamber*—

(*a*) That the Government of India be moved immediately to declare their policy with regard to the future financing and administration of the port of Chittagong.

(*b*) That the Government of Bengal be approached with the request that they should make full enquiry into the necessity for improving the facilities of the salt trade of Chittagong to enable them to represent to the Government of India the particular necessity for the improvement of Salt Golah accommodation.

7. RAILWAY MANAGEMENT.—*Bengal Chamber*—

This Association re-affirms the resolution in this connection passed at the annual meeting of the Association in January 1922; and, in view of the proved disadvantages in almost all countries where it has been adopted of the system of State Railway Management, and the growing tendency to revert to a company managed basis, the Association strongly recommends that those railways in India which are now managed by companies should continue to be under company management with Boards domiciled in India, and should not be transferred to the direct management of the State.

8. WIRELESS COMMUNICATIONS.—*Karachi Chamber*—

That the Government of India be urged to secure for India forthwith a wireless installation of adequate power, capable of expansion, and able to transmit messages at high speed, so as to place India in direct communication with any part of the world and give to this country the advantage of becoming a vital link in the intercontinental system of wireless communications now being organised.

This Association further urges that Government should engage private enterprise for the construction of the installation so as to reap the advantage of every patent and improvement as soon as possible, Government in respect of such concession to have the right to stipulate maximum rates for transmission and to have the option of taking over the installation after a period of years, but before concluding any agreement, Government should consult commercial opinion of India with regard to the provisions of the same.

9. PROPOSED LEGISLATION FOR THE PROVISION OF COMPENSATION TO WORKMEN.—*Bengal Chamber*—

This Association records its appreciation of the action taken by the Government of India in appointing a representative Committee to examine the proposals for legislation in respect of Workmen's Compensation before introducing a Bill, and at the same time it desires specially to commend to Government the criticisms submitted by the various Chambers of Commerce comprising this Association on particular clauses of the Bill now in the hands of a Joint Committee of the Indian Legislature.

10. FOREIGN CONSULS—*Bengal Chamber*—

This Association desires to invite the urgent attention of the Government of India to the considerable handicap imposed on international trade by frequent changes in consular fees and procedure, and especially by the increasing adoption of *ad valorem* charges for the visè of consular invoices. The Association is further of opinion that it would be to the general advantage if, in place of such *ad valorem* charges, a system of import duties in the country of destination were substituted.

11. COMMERCIAL AVIATION.—*Bengal Chamber*—

This Association invites the attention of the Government of India to the ever-increasing interest now being taken in commercial aviation.

It being obvious from her geographical position that India is destined to play an important part in many of the International air route schemes of the future and an all-important one in those air routes which lie between England and many of her greatest dominions, it is the opinion of this Association that an enquiry should be instituted by the Government of India for the purpose of ascertaining :—

(1) to what extent India would be justified in giving her official support to Commander Burney's or any other responsible scheme for starting an aerial service between the United Kingdom and India ;

(2) what possibilities may exist of successfully establishing aerial services :—

(*a*) between India and Europe,

(*b*) within the confines of India and Burma,

(3) whether and to what extent such services at their first inception might require and might reasonably be accorded the assistance of Government as in the case of branch lines and other railways ;

(4) what form such assistance, if any, might take, *i.e.*, whether monetary or, as in the case of mail contracts, of a guaranteed minimum tonnage.

12. GOVERNMENT COMPETITION WITH PRIVATE ENTERPRISE—*Bengal Chamber*—

This Association views with misgivings the action of the Ichapore Rifle Factory in making sales to the public, and asks the Government to declare its policy and to assure this Association that it is contrary to the policy of Government to compete with private enterprise.

13. THE ADMINISTRATION OF JUSTICE—*Bombay Chamber*—

This Association wishes to express its profound appreciation of the statement contained in the speech delivered by His Excellency the Viceroy on the occasion of the opening by His Excellency of the fourth Annual

General Meeting of the Associated Chambers of Commerce of India and Ceylon—to the effect that he was considering with the assistance of those best able to advise him, the steps that should be taken for the purpose of expediting and facilitating the recovery of debts and the enforcement of rights in our courts of law.

The following resolutions were adopted by a majority of the Chambers represented :—

1. INDIAN STAMP DUTIES—*Karachi Chamber*—

That all Provincial Governments be asked to co-operate with each other to secure uniformity in the rates of duty for non-judicial stamps.

2. THE FISCAL POLICY OF INDIA.—*Bengal Chamber*—

This Association which represents important industrial and commercial interests in India, while realising that public opinion in this country is largely committed to the belief that a protective tariff policy is necessary to the progressive development and expansion of Indian industries, is strongly of the opinion that any measures which may be taken on the lines recommended in the report of the Indian Fiscal Commission must be guided by discrimination as indicated in the main report so as to lighten as far as possible the inevitable burden on the people. Further, the Association desires to emphasise that any Tariff Board established in accordance with the proposals of the Commission, should be constituted on a purely non-political basis, and should be appointed by the Executive Government from among the best men available irrespective of party or political beliefs.

3. THE EXPORT DUTY ON HIDES AND SKINS.—*Karachi Chamber*—

That in the opinion of this Association, the export duty on hides and skins should be immediately removed on the ground that :

(1) it has proved useless for the purposes for which it was imposed ;

(2) it is economically unsound ; and

(3) it has caused undeserved loss and suffering to all concerned, and particularly to those working in a small way in the trade in the villages throughout India.

4. TAXATION OF MOTOR VEHICLES.—*Punjab Chamber*—

That in view of the paramount importance of developing the country's communications this Association recommends that the present excessive taxation of motor vehicles by reason of customs duty and heavy duty on petrol should be substantially reduced.

THE IMPERIAL INSTITUTE.—*Bengal Chamber*—

This Association regrets that the Government of India, without consultation with commercial opinion in this country and on grounds which so far as these are known to the Association do not appear to be adequate, have decided to discontinue the annual grant of £1,400 to the Imperial Institute. In view of the important work which has been, and is being, done by the Institute on behalf of India, the Association is of opinion that the annual grant should be continued, and recommends that the Government of India should reconsider the matter.

The following resolution was withdrawn without discussion :—

BENGAL RIVER POLICE.—*Narainganj Chamber*—

That this Association, in consideration of the proved valuable service rendered by the Bengal River Police during the past years, protests against the abolition of the same, and strongly urges upon the Bengal Government the necessity for its maintenance in the interests of both the European and Indian communities in Eastern Bengal.

The following resolution was declared lost on a division :—

INDIAN STAMP DUTIES—*Bombay Chamber*—

This Association urges upon Government the desirability of examining the incidence of the existing rate of stamp duty chargeable on Demand Promissory Notes, with a view to determine whether, by the imposition of an increased rate of duty, a substantial increase in revenue could not be derived therefrom having regard to the very wide extent to which these instruments are used in all classes of trade in this country.

APPENDIX D.

THE ST. GEORGE'S HOSPITAL.

No. F/447 of 20th June 1922.

From the Surgeon-Superintendent, St. George's Hospital, to Chamber.

With the sanction of Government I have the honour to approach you on behalf of this hospital.

Owing to the lack of funds and the policy of retrenchment adopted by Government, it is impossible to keep up this hospital as an efficient establishment for the treatment of the European sick of the City. I am therefore authorized to ask you if you will kindly consider the fathering of a scheme by which all the British firms would give an annual subscription to assist in the upkeep and improvement of the St. George's Hospital.

I enclose a statement showing income and expenditure for the last 7 years.

FINANCIAL STATEMENT, ST. GEORGE'S HOSPITAL, BOMBAY.

INCOME FOR THE LAST 7 YEARS.

HEADS.	1915.	1916.	1917.	1918.	1919.	1920.	1921.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
In and Out-Patients	70,307	92,122	98,590	1,00,472	89,760	1,08,908	1,28,783
Breakages, etc.	745	661	1,976	485	813	1,664	1,001
Contribution by Bombay Port Trust..	17,470	26,597	26,597	26,597	31,202	31,202	31,202
Interest on Legacies	1,197	1,197	1,197	1,417	1,707	1,620	1,628
Total ..	89,719	1,20,577	1,28,360	1,28,971	1,23,482	1,43,394	1,62,614

EXPENDITURE.

HEADS.	1915.	1916.	1917.	1918.	1919.	1920.	1921.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Salaries of Staff Personnel and Nursing Expenditure.	89,806	1,03,464	1,02,061	1,04,054	1,25,176	1,46,596	1,61,420
Hospital Upkeep	1,00,856	1,12,488	1,24,959	1,41,841	1,52,919	1,90,685	2,43,710
Buildings	12,663	12,621	15,398	15,888	18,204	34,541	34,842
Total ..	2,03,325	2,28,573	2,42,418	2,61,783	2,96,299	3,71,822	4,39,972

No. F./457 of the 21st June 1922.

From the Surgeon-Superintendent, St. George's Hospital, to Chamber.

I have the honour to give you the following details of the constitution of the St. George's Hospital :—

Male Side.	No. of beds.	Rate.
Wards Nos. 1 & 2	34	Rs. 6
,, ,, 3 & 4	34	Rs. 3
,, ,, 5, 6 & 7	52	Re. 1/8 & free.

Children's Ward No. 8, 20

Female Side.	No. of beds.	Rate.
Wards No. 10	18	Rs. 6
,, ,, 9	14	Rs. 3
,, ,, 11	18	Re.1/8 & free.
,, ,, 12	16	Rs. 6, 3 & Re. 1/8

The rates of No. 8, children's ward are the rates of the general wards to which the parents elect to go were they the patients.

Private or Single wards, 12 beds, included in figures above, rate Rs. 15 a day.

Infectious Wards, 36 beds, rates as for children.

Total number of beds in hospital 242.

St. George's Hospital is rated as a first class institution intended for the treatment of *Europeans* and the following classes whose habits are European and who are otherwise considered eligible—*Anglo-Indians, Jews and the better class Japanese.*

Reference accompanying Financial Statement. All the income is taken by Government into their General credit and quite apart and separate from this, Government cover the expenditure thus (1) by an annual grant for hospital upkeep; (2) the Accountant-General (Separate Department) pays the salaries of the staff and personnel; (3) the Public Works Department budgets for the upkeep of the buildings; and (4) Government pays one-half of the salaries of the Nursing Staff.

FINANCIAL STATEMENT, ST. GEORGE'S HOSPITAL, BOMBAY.

INCOME.

HEADS.	1915.	1916.	1917.	1918.	1919.	1920.	1921.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
In and Out-Patients	70,307	92,122	98,590	1,00,472	89,760	1,08,908	1,28,783
Breakages, etc.	745	661	1,976	485	813	1,664	1,001
Contribution by Bombay Port Trust..	17,470	26,597	26,597	26,597	31,202	31,202	31,202
Interest on Legacies	1,197	1,197	1,197	1,417	1,707	1,620	1,628
Total ..	89,719	1,20,577	1,28,360	1,28,971	1,23,482	1,43,394	1,62,614

EXPENDITURE.

HEADS.	1915.	1916.	1917.	1918.	1919.	1920.	1921.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Salaries of Staff Personnel and Nursing Expenditure.	89,806	1,03,464	1,02,061	1,04,054	1,25,176	1,46,596	1,61,420
Hospital Upkeep	1,00,856	1,12,488	1,24,959	1,41,841	1,52,919	1,90,658	2,43,710
Buildings	12,663	12,621	15,398	15,888	18,204	34,541	34,842
Total ..	2,03,325	2,28,573	2,42,418	2,61,783	2,96,299	3,71,822	4,39,972

No. 986/175 of 21st June 1922.

From Chamber to the Surgeon-Superintendent, St. George's Hospital, Bombay.

I am directed to acknowledge receipt of your letter No. F/447, dated the 20th June 1922, which has received the very careful consideration of my Committee, as also the statements of the Income and Expenditure of St. George's Hospital during the past seven years.

2. In reply I am to say that, from the statements of account submitted, it would appear that for the financial year 1921-22 the total income of the Hospital amounted to Rs. 1,69,863 but that, in accordance with the usual Government procedure, this sum is credited to the provincial Revenue account, and that, therefore, any extra income from whatever source that may from time to time accrue does not go into the funds of the hospital as such, but is merely credited to the Accountant-General's department.

3. My Committee gather that you are chiefly concerned in an endeavour to raise funds, amounting to Rs. 66.808, destined to cover the deficit arising as a result of the Hospital's expenditure under the headings of Diets, Clothing, Medicines, Water Charges, Repairs, Lighting, Petty Supplies, Bed and Table Linen, Bandage Cloth, Gauze, etc., having exceeded by this sum the grants sanctioned by Government under those headings.

4. I am to state that my Committee, after having devoted the most careful consideration to your request, regret that they are unable to sponsor an appeal to the European community of Bombay based on these grounds, for they feel that, even if this sum were raised, it would not offer a solution of the problem of the future of St. George's Hospital, largely dependent as it is on Government grants, which, in turn, are subject to the vote of the Legislative Council.

5. I am, however, directed to ask you to lay before Government, at an early date, for their very earnest and immediate

consideration, the opinion of my Committee that the time has come for the European residents of Bombay to consider as to whether the present is not an opportune time to suggest to the Government of Bombay that St. George's Hospital should cease to be a Government Institution and should be taken over by the European community of Bombay, managed by a Governing body selected from that community, and carried on for the benefit of those residents of Bombay who are entitled to admission, *i.e.*, Europeans, Anglo-Indians, Jews and the better class of Japanese.

6. In elaborating somewhat on this proposal, I am to make it quite clear that it is made entirely without prejudice in the hope that Government may see their way to be equally frank in regard to any observations they may be pleased to make in reply.

7. Upon the foregoing understanding I am to say that my Committee propose that Government should agree to lease in perpetuity, free of rent and taxes, St. George's Hospital and the grounds in which it, at present, stands, to a managing body representative of the European community, and thereafter formally renounce all control over its income and management.

8. My Committee feel that, starting from this standpoint, subject to the consent of a general meeting of their Members, they would then be prepared to sponsor and press an appeal to the European community of Bombay to accept such an offer and assume for the future the responsibility for the general welfare, finances and efficiency of the Hospital.

9. I am to add that, in the opinion of my Committee, a Government grant would be due, even in these altered circumstances, but that such a grant would only be acceptable provided it carried with it no element of Government control.

10. In conclusion, I am to request that, in the event of Government being willing to discuss further, this, at present, tentative proposal, it may be pleased to depute one or more of its officers to meet my Committee, in order that this very grave and important subject, may receive the full and comprehensive consideration that it deserves.

No. 990/175 of 22nd June 1923.

Copy forwarded to the Secretary to the Government of Bombay, General Department, for information.

No. 988/175 of 22nd June 1922.

From Chamber to the Bombay Presidency Trades Association, Limited.

I am directed to forward herewith for the information of your Committee the enclosed copies of correspondence which has passed between my Committee and the Surgeon-Superintendent of St. George's Hospital upon the subject of the present position of the hospital's finances.

2. In the above connection I am to request you to be good enough to favour my Committee with any views you may care to express on the subject under discussion and also to enquire whether your Committee would be willing to depute a representative to attend on their behalf any discussions with Government which may ensue as a result of my Committee's proposal.

No. 989/175 of 22nd June 1922.

From Chamber to the European Association (Bombay Branch.)

I am directed to forward herewith for the information of your Committee the enclosed copies of correspondence which has passed between my Committee and the Surgeon-Superintendent of St. George's Hospital upon the subject of the present position of the hospital's finances.

2. In the above connection I am to request you to be good enough to favour my Committee with any views you may care to express on the subject under discussion and also to enquire whether your Committee would be willing to depute a representative to attend on their behalf any discussions with Government which may ensue as a result of my Committee's proposal.

No. 365/M of the 22nd June 1922.

From the Acting Surgeon-Superintendent, St. George's Hospital, to Chamber.

1. In reply to your No. 986/175, dated 21st June 1922, I have the honour to inform you that I have forwarded a copy to Government strongly recommending the scheme.

2. I find on further reference that neither of the two financial statements I have sent you correctly represents the state of affairs. I enclose herewith a third which I consider very nearly correct. My difficulty is due to the great number of separate accounts from which the figures are collected.

3. I see that I have not made myself quite clear on the subject of raising funds. Rs. 66,808 is merely the deficit on last year's budget for upkeep of the hospital. Every division of the hospital urgently needs repairs, replacement and additions to bring it up to an efficient standard and for these Government does not budget. It is for these items (a list of which I enclose herewith) that funds are urgently needed over and above the deficit of Rs. 66,808, which I bring to your notice simply to show how utterly inadequate is the yearly Government grant.

4. The Government Budget is worked out on the barest cost of upkeep of the Hospital in its present state, and no grant is made, or is likely to be made for any improvement particularly under the present policy of retrenchment.

5. In the course of the next two years one and a half to two lakhs, should be spent on the water-supply system which is decayed and bad and another lakh or two on the building of extra Nurses Quarters.

Statement of items for which funds are urgently required.

		Cost (A) Non-recurring.	Annual (B) Recurring.	
(1)	*Medical.* One Physician, one trained Pathologist (or trained Assistant Surgeon in addition to those already here).	....	6,000	
(2)	Food. All extras now abolished ..	....	36,000	
(3)	Bedding (all mattresses need replacement or repair)	6,000		
(4)	Electrical apparatus ..	7,000	5,000	
(5)	Massage (whole-time masseure)	....	5,000	
(6)	Fans (chiefly Nurses' quarters)	24,000	2,500	
(7)	Drugs (chiefly 606) ..	....	3,000	
(8)	Instruments and appliances	15,000		
(9)	Central Linen Store ..	3,000	1,200	wages.
(10)	New flooring and wall liming to male side of hospital	1,00,000		
(11)	Hot water boiler and distribution system ..	1,00,000		
		2,55,000	58,700	

FINANCIAL STATEMENT, ST. GEORGE'S HOSPITAL.

INCOME FOR THE LAST 7 YEARS.

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In and Out-Patients	70,307	92,122	98,590	1,00,472	89,760	1,08,908	1,28,783
Breakages, etc.	745	661	1,976	485	813	1,664	1,001
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Interest on Legacies	1,197	1,197	1,197	1,417	1,707	1,620	1,628
Total ..	89,719	1,20,577	1,28,360	1,28,971	1,23,482	1,43,394	1,62,614

EXPENDITURE.

HEADS.	1915.	1916.	1917.	1918.	1919.	1920.	1921.
Salaries of Staff, Personnel and Nursing Expenditure.	89,806	1,03,464	1,02,061	1,04,054	1,25,176	1,46,596	1,61,420
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Total ..	2,03,325	2,28,573	2,42,418	2,61,783	2,96,299	3,71,822	4,39,972
Budget Grants	1,69,673	1,95,070	2,12,847	2,13,483	2,37,007	3,06,968	3,73,164
Deficit	33,652	33,503	29,571	48,300	59,292	64,854	66,808

No. A. B. 13/P, dated 23rd June 1922.

From the Government of Bombay, General Department, to Chamber.

I am directed to acknowledge receipt of your letter No. 990/175 of 22nd June 1922, on the subject of the present financial position of St. George's Hospital, and to state that it will be laid before Government.

Dated 30th June 1922.

From European Association, Bombay Branch, to Chamber.

With reference to your letter of the 22nd instant, I am directed to inform you that my Committee have appointed Mr. Hugh G. Cocke, of Messrs. Ferguson & Co., as a representative of this Association to attend any discussions with Government which may ensue on the question of the financial position of St. George's Hospital.

My Committee desire further information on the subject and a detailed statement of accounts from Government.

No. 1069 of 4th July 1922.

From Bombay Presidency Trades Association, Limited, to Chamber.

With reference to your letter No. 988/175, dated 22nd June 1922, I am directed to say that the following resolution was passed at a meeting of the Committee held this day :—

"That this Association binds itself to support the scheme put forward by the Bombay Chamber of Commerce regarding the European (St. George's) Hospital—subject to the condition that should the scheme eventually take definite form, a Member of the Association is provided with a seat in the proposed Governing body."

2. At the same meeting a Member of the Association was deputed to attend on their behalf any discussions with Government which may eventually ensue as a result of your Committee's proposal.

No. 397/M of 7th July 1922.

From the Surgeon-Superintendent, St. George's Hospital, Bombay, to Chamber.

I have the honour to forward you herewith a copy of remarks called for by the Secretary to Government, General Department, Poona, in reference to your letter No. 986/175 dated 21st June 1922.

Remarks by the Surgeon-Superintendent, St. George's Hospital, on the proposal of the Chamber of Commerce to take over the Hospital.

The changes involved in the scheme are radical and the results for reaching, a hasty decision without consideration of the effects is, therefore, to be deprecated.

On general grounds I approve of the scheme, I think it is likely to benefit the hospital financially. I believe the Chamber of Commerce would be in a better position to raise funds from commercial firms and others than any one is at present. I feel sure that with control would come a sense of responsibility for the success of the institution. At present there is a general feeling that the Hospital is a Government Institution and should be financed by Government; the response to appeals for money is nobody's business. The Chamber of Commerce would be more in touch with the needs and wishes of patients than Government could possibly be.

No information is given as to how the Chamber of Commerce propose to staff the Hospital, the Nursing Staff presents no difficulty, it would, I presume, be taken over bodily, but what about the Officers of the I. M. S. and I. M. D., the wardboys, hamals and menials generally? All these are Government servants and their services pensionable. Would Government be prepared to give their services or not? If so who would be responsible for their pay and pensions? If not, is Government prepared to absorb them into other Institutions?

St. George's Hospital, like all Civil Hospitals, is in peace a war reserve for Officers of the I.M.S. and I.M.D. would the Chamber of Commerce be willing to release personnel in a Military emergency ?

The patients admitted to St. George's Hospital are Europeans, including Sailors from ships in harbour, Anglo-Indians, better class Japanese, better class Jews and a few Indian Christians of European habits. Does the Chamber of Commerce represent all these classes? If not is it willing to admit to a share of the control representatives of these communities?

Will institutions, such as the Port Trust, which give grants or donations acquiesce in the change? These questions deserve consideration, others will doubtless arise.

No. 1134/175 of 7th July 1922.

From Chamber to the Surgeon-Superintendent, St. George's Hospital.

I am directed to acknowledge receipt of your letter, No. 397-M, dated the 7th July, 1922, and its accompaniments, and to thank you for the information therein contained.

No. 1356/175 of 10th August 1922.

From Chamber to the Government of Bombay (General Department).

In continuation of the correspondence resting with your letter No. A. B. 13/G., dated the 23rd June, 1922, on the subject of the present financial position of St. George's Hospital I am directed to forward herewith, for the information of Government in your Department, the enclosed copy of the minutes* of proceedings at a meeting held on the 9th instant from which the stage reached by my Committee in their further consideration of the question will be apparent.

2. Accordingly I am to request that the sanction of Government may be accorded to a suggestion that a responsible member of this Chamber, duly authorised by my Committee in that behalf, should be afforded every facility by Government to visit St. George's Hospital as and when he may

* Not printed.

require, to examine all books and vouchers and to put such questions to any members of the staff as may be necessary to enable him to satisfy himself on certain points in connection with the finances and administration of the hospital that my Committee are naturally desirous of elucidating.

3. I am further to request that my Committee may be favoured at a very early date with the considered reply of the Bombay Government to their original letter No. 986/175, dated the 21st June, 1922, addressed to the Surgeon-Superintendent, St. George's Hospital, receipt of a copy of which was acknowledged by you in your letter No. A. B. 13/G., dated the 23rd idem. Such reply, my Committee understand, will also confirm the conclusions reached at the recent conference between His Excellency the Governor, the Surgeon-General, the Chairman of the Chamber and yourself, held at Government House, Ganeshkhind, on Tuesday, the 1st instant.

No. 2889/B of 13th August 1922.

From the Government of Bombay (General Department) to Chamber.

I am directed to refer to your letter No. 986-175, dated 21st June, 1922, addressed to the Surgeon-Superintendent of St. George's Hospital, on the subject of the future maintenance and control of that institution, and to state for the information of your Committee that the Government of Bombay (Transferred Departments) approve in principle the proposal contained in paragraph 5 of your letter, subject to the satisfactory settlement of a number of matters of detail to which I am to invite your attention.

2. In the first place I am to point out that under Section 61 (gg) of the Bombay City Municipal Act the duty of establishing and maintaining public hospitals in Bombay City is an obligatory duty of the Municipality. A reference to Section 62 (1) of the same Act will show that the liability of the Municipality, so far as St. George's Hospital and the other medical institutions mentioned in Schedule U are concerned, has been transferred from the Corporation to Government in consideration of an annual payment of approximately four

lakhs of rupees. In order to give effect to the proposals of your Committee it would, therefore, be necessary to amend the Act, and, before doing so to consult the Municipal Corporation; and in this connection it would be necessary to decide what share of the Corporation's annual payment should be allotted to the proposed managing body of the Institution. For the purpose of preliminary discussion this share may be taken at Rs. 1,25,000 a year, but it will be understood that neither this tentative figure, nor the general approval of Government can be regarded as committing the Corporation in any way; as soon as the proposals of the Chamber have reached a sufficiently definite stage Government will take steps to consult the Corporation in the matter.

3. I am to enclose herewith a statement showing the income and expenditure of St. George's Hospital for the last two financial years, with a graph* illustrating the figures for the last 5 years, which indicate that the net cost of maintenance alone, exclusive of expenditure on buildings for extensions, renewals, or repairs, may be taken under present conditions to be approximately Rs. 2,75,000 a year.

4. With regard to paragraph 7 of your letter I am to say that Government would be prepared to transfer to the control of a properly constituted body of Trustees the existing land and buildings of St. George's Hospital for use for the purposes of a hospital for those classes which are at present admitted, subject to the condition that if at any time they ceased to be used for the objects of the Trust they should revert absolutely to Government without compensation.

5. With reference to paragraph 9 of your letter I am to observe that Government would be unable to agree to a grant-in-aid without some measure of Government control. The Committee will, however, observe that this question is closely involved with the matters discussed in paragraph 2 of this letter, and Government are of opinion that such control as is necessary may be secured by arranging for the nomination of their representatives on the Board of Trustees and by making suitable provisions in the Act or rules prescribing the duties of the Trustees.

* Not printed.

6. I am to request that you will be good enough to place these considerations before your Committee at an early date, and, if your Committee decides to proceed further in the matter, to ascertain and communicate to Government the views of the European community upon them, and the manner in which your Committee proposes to guarantee the future adequate maintenance of the hospital. I am to add that Government much appreciate the interest taken by the Chamber of Commerce in the question of medical relief, and the public spirit shown by it in moving in this matter.

STATEMENT OF INCOME AND EXPENDITURE OF ST. GEORGE'S HOSPITAL.

INCOME.

Financial year.	1920-21	1921-22
Fees	1,06,321	1,35,570
Bombay Port Trust contribution ..	31,202	31,202
Other contribution and subscriptions ..	2,948	3,007
Deficit met by Government	2,17,755	2,76,305
Total ..	3,58,226	4,46,154

EXPENDITURE.

Salaries	57,868	77,164
Establishment	34,917	41,359
Allowances	62, 007	73,225
Contingencies	2,03,434	2,54,406
Total ..	3,58,226	4,46,154

No. F/572 of 14th August 1922.

From the Surgeon-Superintendent, St. George's Hospital, to Chamber.

I have the honour to forward herewith financial statements I and II for the past 5 years, as submitted to Government, called for in the Surgeon-General's No. E-1906, dated 27th June 1922.

FORM I.

INCOME.

1. Financial year	1917/18	1918/19	1919/20	1920/21	1921/22
2. Fees	99,107	99,554	93,114	1,06,321	1,35,570
3. Bombay Port Trust Contribution	26,597	26,597	31,202	31,202	31,202
4. Other Contributions & Subscriptions	2,920	1,812	2,365	2,948	3,077
5. Deficit met by Government.	1,02,933	1,33,196	1,57,200	2,17,755	2,76,305
6. Total	2,31,557	2,61,159	2,83,881	3,58,226	4,46,154

EXPENDITURE.

7. Salaries	37,527	37,960	38,282	57,868	77,164
8. Establishment	22,735	27,936	31,869	34,917	41,359
9. Allowances	40,230	42,991	50,246	62,007	73,225
10. Contingencies	1,31,065	1,52,272	1,63,484	2,03,434	2,54,406
11. Total	2,31,557	2,61,159	2,83,881	3,58,226	4,46,154

FORM II.

1. Financial year	1917/18	1918/19	1919/20	1920/21	1921/22
2. Grant for diets	61,300	61,300	61,300	61,300	1,24,000
3. Grant for other Contingencies.	42,672	42,892	43,202	53,292	64,500
4. Total Contingent Grant ..	1,03,972	1,04,192	1,04,502	1,14,592	1,88,500
5. Expenditure on Diets ..	77,568	85,695	93,736	1,24,498	1,77,120
6. Expenditure on other Contingencies	53,497	66,577	69,748	78,936	77,286
7. Total	1,31,065	1,52,272	1,63,484	2,03,434	2,54,406
8. Deficit met by Government ..	27,093	48,080	58,982	88,842	65,906

No. AB/55 of the 21st August 1922.

From the Government of Bombay, General Department, to Chamber.

In reply to your letter No. 1366/175, dated the 10th August 1922, on the subject of St. George's Hospital I am directed by the Government of Bombay (Transferred Departments) to state that they have no objection to the suggestion that a responsible member of the Chamber, duly authorised by your Committee in this behalf, should be afforded every facility to visit St. George's Hospital for the purposes mentioned in your letter, on the understanding that his visits are arranged with the concurrence of the Surgeon-Superintendent of the Hospital, and that any questions to members of the staff are put in the presence of the Surgeon-Superintendent, or of a member of the staff deputed by him for the purpose.

No. 1420/175 of 18th August 1922.

From Chamber to Lieut.-Colonel Gidney, F.R.C.S., F.R.S. (E), I.M.S. (retd.), Simla.

I am directed by my Committee to enclose for your information copy of a Manifesto which it is proposed shortly to circulate in Bombay to all members of those communities eligible for admission to St. George's Hospital, and to enquire as to whether the Committee of this Chamber may rely on your support in interesting the members of your Association in the proposed scheme.

Manifesto.

THE FUTURE OF ST. GEORGE'S HOSPITAL.

During June of this year, the Bombay Chamber of Commerce received the following letter from the Acting Surgeon-Superintendent of St. George's Hospital:—

> "With the sanction of Government, I have the honour to approach you on behalf of this Hospital.

Owing to the lack of funds and the policy of retrenchment adopted by Government, it is impossible to keep up this Hospital as an efficient establishment for the treatment of the European sick of the city. I am, therefore, authorised to ask if you will kindly consider the fathering of a scheme by which all the British firms would give an annual subscription to assist in the upkeep and improvement of the St. George's Hospital."

and after due consideration the following reply was despatched :—

"I am directed to acknowledge receipt of your letter, No. F/447, dated the 20th June 1922, which has received the very careful consideration of my Committee, as also the statements of the Income and Expenditure of St. George's Hospital during the past seven years.

. . . . .

I am to state that my Committee, after having devoted the most careful consideration to your request, regret that they are unable to sponsor an appeal to the European community of Bombay, based on these grounds, for they feel that, even if this sum were raised, it would not offer a solution of the problem of the future of St. George's Hospital largely dependent as it is on Government grants, which in turn are subject to the vote of the Legislative Council.

I am, however, directed to ask you to lay before Government, at an early date, for their very earnest and immediate consideration, the opinion of my Committee that the time has come for the European residents of Bombay to consider as to whether the present is not an opportune time to suggest to the Government of Bombay that St. George's Hospital should cease to be a Government Institution and should be taken over by the European community of Bombay, managed by a Governing Body selected from that community, and carried on for the benefit of those residents of Bombay, who are entitled to admission, *i.e.*, Europeans, Anglo-Indians, Jews and better class of Japanese.

In elaborating somewhat on this proposal, I am to make it quite clear that it is made entirely without prejudice in the hope that Government may see their way to be equally frank in regard to any observations they may be pleased to make in reply.

Upon the foregoing understanding I am to say that my Committee propose that Government should agree to lease in perpetuity, free of rent and taxes St. George's Hospital and the grounds in which it, at present, stands to a managing body, representative of the European community, and thereafter formally renounce all control over its income and management.

My Committee feel that, starting from this standpoint, subject to the consent of a General Meeting of their members, they would then be prepared to sponsor and press an appeal to the European community of Bombay to accept such an offer and assume, for the future, the responsibility for the general welfare, finances and efficiency of the Hospital.

I am to add that, in the opinion of my Committee, a Government grant would be due, even in these altered circumstances, but that such a grant would only be acceptable provided it carried with it no element of Government control.

In conclusion, I am to request that, in the event of Government being willing to discuss further, this, at present, tentative proposal, it may be pleased to depute one or more of its officers to meet my Committee, in order that this very grave and important subject may receive the full and comprehensive consideration that it deserves."

Various discussions have, in the meantime, taken place between the Chairman of the Bombay Chamber and the authorities concerned, culminating in the Government of Bombay expressing their willingness to grant, for a nominal consideration, a long lease of St. George's Hospital and the grounds in which it stands to a Trustee Committee, representing the European community of Bombay, should

the latter consider that they were justified in assuming this responsibility.

A meeting of the Committee of the Bombay Chamber was thereupon convened to which were invited :—

Mr. H. G. Cocke, representing the European Association ;

Mr. F. W. Petch, representing the Bombay Presidency Trades Association ;

Mr. J. Addyman, M.L.C., representing the European Textile Association ; and

Mr. R. R. Hynd, the Bombay Chamber's representative on the Advisory Board of St. George's Hospital.

The proposal that the Hospital should in future be administered and supported by the European community of the city was discussed in all its bearings and accepted unanimously, provided it could be proved that it was not financially impossible.

In order that some concrete estimate may be arrived at of what this community, in common with the other communities eligible for admission to the Hospital (namely, Anglo-Indians, Jews and better class Japanese), would be prepared to subscribe towards the up-keep, the following facts and figures are submitted, with the request that having carefully considered the same all members of the above communities should attend a Public Meeting, which may be convened, in order that the proposal may be put to the communities as a whole, for their acceptance or refusal as the case may be.

In the opinion of the undersigned, the time has now come for the Europeans resident in Bombay—15,184 in all—to approach this problem in all gravity, realising as we feel sure they must do the sweeping changes brought about in recent years in the administration of this country and all that these changes entail.

For some considerable time past the administration of St. George's Hospital has, in the opinion of many, left a great deal to be desired ; it is no part of our present task to endeavour

to give reasons for this, but the administration is now faced with an additional burden, namely, a very serious and increasing inability on the part of the Government of Bombay to make up the ever-growing yearly deficits.

The following figures supplied to us by Government will give an idea of what it is costing them to support the Hospital at present :—

Income during 1920-21.

	Rs.
Fees	1,06,321
Port Trust contribution ..	31,202
Other contributions and subscriptions	2,948
	1,40,471

Expenditure during 1920-21.

	Rs.	
Salaries	57,868	(*a*)
Establishment	34,917	
Allowances	62,007	
Contingencies	2,03,434	(*b*)
	3,58,226	

(*a*) This includes salaries of entire staff from Surgeon-Superintendent downwards.

(*b*) This includes diets, patients' clothing, medicines and instruments, etc.

Deficit met by Government ..Rs. 2,17,755.

Income during 1921-22.

	Rs.
Fees	1,35,570
Port Trust contribution	31,202
Other contributions and subscriptions	3,077
	1,69,849

Expenditure during 1921-22.

	Rs.	
Salaries	77,104	
Establishment	41,359	(*a*)
Allowances	73,225	
Contingencies	2,54,406	(*b*)
	4,46,154	

(*a*) This includes salaries of entire staff from Surgeon-Superintendent downwards.

(*b*) This includes diets, patients' clothing, medicines and instruments, etc.

Deficit met by Government .. Rs. 2,76,305.

In accordance with the provisions of Section 62 of the City of Bombay Municipal Act, 1888, as amended by Bombay Act 3 of 1907, Government receive the sum of Rs. 4,00,000 (approximate) per annum from the Municipality in return for which they are responsible for the welfare and up-keep of ten Hospitals and Institutions specified in Schedule U of the Act, of which St. George's is one.

Should the control of the Hospital be taken out of the hands of the Government and vested in a Governing Body representing the European community, the proportional share of the above sum hitherto enjoyed by the Hospital will presumably still be at the disposal of the new administration, but this is a question that cannot be decided as yet, and we think that the share in question, some Rs. 1,50,000 per annum, should not be taken into consideration in this our endeavour to arrive at what the financial responsibility of the communities involved would be, should they decide to assume the burden.

In the meantime we propose to appoint a Sub-Committee (consisting partly of experts) and, with its help, to formulate a definite scheme together with what we consider to be a safe estimate of the cost. For the purpose of the present reference, however, the following may be regarded as a reasonably

accurate estimate of the liability that would be incurred per annum :—

	Rs.
Gross expenditure	4,46,154
Up-keep of buildings, repairs, etc...	50,000
Unforeseen contingencies	50,000
	5,46,154
Less—	
Fees and contributions	1,69,849
Amount to be found each year by voluntary subscription .. Rs.	3,76,305

The above does not, of course, take into consideration the share of the Municipal grant hitherto enjoyed by St. George's of Rs. 1,50,000.

The number of Europeans (of all nationalities), according to the 1921 census, in Bombay and the suburbs are :—

	Rs.	Rs.
Male	10,772	
Female	4,412	
Total ..		15,184
of Anglo-Indians. Male	3,055	
„ „ Female	2,504	
Total ..		5,559
„ Jews	7,500	
Total ..		7,500
„ Japanese. Male ..	222	
„ „ Female ..	26	
Total ..		248
Total ..		28,491

The total number of beds in the hospital in 1920 was 243 and the cost per bed in 1907 was Rs. 719 but had risen in 1920

to no less than Rs. 1,469. The extent to which the hospital is patronised is shown by the following figures :—

	Daily average number of patients.	Total number admitted to Hospital.
1907	105·9	2,411
1920	141·2	3,585
1921-22	163	4,332

There may be a feeling in many minds that Government should continue to provide for the hospitals of Bombay out of its general revenues, and it has even been stated in the Press that no member of the Legislative Council would venture to oppose a grant for carrying on these institutions in an adequate manner. Against this it must be recognised that the provision now being made for all the Hospitals is quite insufficient ; that the necessity for retrenchment by Government is not one of the mere moment ; that there are various communities to be provided for ; and that the burden borne by each in relation to its needs must be a matter of the closest scrutiny. It is impossible to contemplate a state of affairs in which Hospital accommodation for our own community might be totally inadequate or even non-existent, and we feel the only safe course is to shoulder both the moral and financial responsibility, recognising that it will be a permanent one. Government on their part are not only prepared to hand over the control, but also a valuable building and grounds at a nominal rent, in itself a grant of no mean magnitude.

At the same time it is recognised that the site on which the Hospital at present stands leaves a great deal to be desired and this is a point to which the attention of the Sub-Committee will be specially directed.

It would greatly facilitate the labours of the undersigned if, as soon as you conveniently can, you would advise the Secretary to the Bombay Chamber of Commerce or any of the other signatory Associations what yearly subscription

for a period of three years you would be prepared to subscribe in the event of the scheme reaching fruition.

We may conclude by stating that already a conditional promise has been received from a firm to subscribe Rs. 7,500 per annum for a period of three years; if anything like similar support is received from other firms and from individuals in due proportion, the success of the scheme is assured.

If and when it is decided to convene a Public Meeting, the time, place and date will be advertised.

(Sd.) FRANK NELSON,
Chairman, Bombay Chamber of Commerce.

(Sd.) J. ADDYMAN,
Chairman, European Association (Bombay Branch).

(Sd.) A. GREVILLE BULLOCKE,
Chairman, Bombay Presidency Trades Association, Ltd.

(Sd.) J. ADDYMAN,
Chairman, Bombay European Textile Association.

Bombay, 23*rd August* 1922.

D. O. No. 1502/175 of the 28th August 1922.

From Chamber to Sir Stanley Reed, Kt., K. B. E., LL.D., Bombay.

I am desired by the signatories to the attached Manifesto which is being issued to the members of the European, Anglo-Indian, Jewish and Japanese communities in Bombay, to say that they will be very pleased if you can see your way to act as Chairman of the Special Sub-Committee which they are about to appoint in terms of paragraph 3, page 3 of the Manifesto.

2. The personnel of the Sub-Committee, in the event of your being good enough so to act, will be as follows:—

Sir Stanley Reed, Kt., K.B.E., LL.D. (*Chairman*); P. R. Cadell, Esq., C.S.I., C.I.E., I.C.S.; Bt. Lieut.-Colonel R. Markham Carter, C.B., F.R.C.S., I.M.S.; Major I. Davenport Jones, I.M.S. (or Major P. K. Gilroy, I.M.S.); N. Birrell, Esq.; H. G. Cocke, Esq.; F. W. Petch, Esq.

I attach a draft copy of the Terms of Reference to the Sub-Committee.

Draft Terms of Reference.

To formulate and submit a definite scheme, together with the approximate initial yearly cost thereof, vesting the administration of St. George's Hospital in a Governing Body representing the European, Anglo-Indian, Jewish and Japanese communities, with special reference to the suitability, or otherwise, of the present site and the initial expenditure required to place the hospital in first class condition, both as regards the building and equipment; and generally to make suggestions or recommendations that may seem germane to the enquiry.

In considering the question of the financial arrangements involved in their recommendations, the Committee will take legal opinion—

(*a*) as to whether, in the event of the scheme maturing, St. George's Hospital may be expected to continue to receive its present share of the Corporation's annual payment to Government under section 62 (1) of the City of Bombay Municipal Act and, if not, as to what action may be considered necessary in order to ensure its continuance, and

(*b*) as to the position of the Trustees of the European General (St. George's) Hospital Endowment Fund in the event of the Committee's recommendations being adopted.

No. 1518/175 of the 29th August 1922.

From Chamber to C. W. A. Gidney, Esq., President, Bombay Branch, Anglo-Indian and Domiciled European Association, Bombay.

I am desired by the signatories to the attached manifesto to request your kind co-operation in their endeavour to afford it the utmost publicity. I shall be particularly grateful if besides taking such action in the matter as you may consider desirable on behalf of your Association, you will be so good as to furnish me, as soon as possible, with a list of the members of your Branch of the Association in order that I may address each individual direct.

No. 2889-B of 5th September 1922.

From the Government of Bombay (General Department) to Chamber.

With reference to para 2 of my letter, No. 2889-B, dated the 13th August 1922, I am directed by the Government of Bombay (Transferred Departments) to observe that, in fixing the amount of the municipal contribution under the Bombay Police Charges Act for the maintenance of the medical institutions specified in Schedule U to the Bombay Municipal Act, the actual cost to Government on the scheduled hospitals in 1906-07 was taken into account. The actual cost to Government on the St. George's Hospital in that year was Rs. 1,51,000. The share of the Corporation's annual payment to be allotted to the proposed managing body of the St. George's Hospital should, therefore, be taken at this figure and not Rs. 1,25,000 as stated in the letter referred to above.

No. 2889-B of 7th September 1922.

From the Government of Bombay (General Department) to Chamber.

In continuation of my letter, No. 2889-B, dated the 5th September 1922, I am directed by the Government of

Bombay (Transferred Departments) to forward herewith a fresh line graph* showing for the five years 1917-18 to 1921-22 the following details in connection with the St. George's Hospital :—

(1) Income from all sources.
(2) Deficit met by Government.
(3) Average daily number of in-patients each year.
(4) Expenditure on diets.
(5) Total expenditure.
(6) Expenditure on diets per patient.
(7) Total expenditure per patient.

No. 1612/175 of 8th September 1922.

From Chamber to the Government of Bombay (General Department).

I have the honour to acknowledge receipt of your letter, No. 2889-B, dated the 7th instant, giving cover to a line graph showing for the five years ended 1921-22 certain details in connection with St. George's Hospital.

Dated 8th September 1922.

From Lieut.-Colonel H. Gidney, I.M.S. (Retired), Simla, to Chamber.

I thank you for sending me your circular *re* the future of St. George's Hospital; but as I have permanently left Bombay I fear I cannot do much in the matter. The Manager of Thacker & Co. did mention this matter to me and I gave him the name and address of my successor as President of the Anglo-Indian and Domiciled European Association, Bombay Provincial Branch. I advised him to communicate direct with him. My brother C. Gidney, Esq..

* Not printed.

77, Berkley Place, Byculla, is the Bombay President now. I would suggest your addressing him direct as the maintenance of this hospital is of vital importance to my community in Bombay I am sure my Association will whole-heartedly join you in your splendid effort to place this institution on a more stable financial basis. I am sorry to note that my Bombay Association President was not consulted originally in this matter and that I do not find the name of my President in this appeal. I feel sure this is due to an unintentional oversight and I feel sure you will now consult my community in the matter. You may take it from me that they will whole-heartedly support you in every way and I feel sure you will recognise the necessity of including the leader of my community in your Committee. Had I been in Bombay I would have given you of my best. I leave this with confidence to my successor. With renewed thanks.

No. 1633/175 of 13th September 1922.

From Chamber to Lieut.-Colonel Gidney, I.M.S. (Retired), M.L.A., Simla.

I have to acknowledge with thanks your letter of 8th September and am glad to note that you feel sure your Association will whole-heartedly support the movement that St. George's Hospital should be taken over by the communities entitled to admission thereto.

I also have to thank you for furnishing me with the name and address of your successor as President of the Anglo-Indian and Domiciled European Association, Bombay Provincial Branch. We wrote to him immediately after your conversation with Mr. Petch but have not yet received any reply.

With regard to your remarks in respect to the non-inclusion of the President of the Local Branch of your Association in the appeal—may I point out that I wrote to you on August 18th asking whether we might expect your support to the movement and enclosing a copy of the manifesto which it

was proposed to circulate to the members of all communities eligible for admission to St. George's Hospital, but your reply was only received to-day. Had it been received earlier or had you instructed the President of the Local Branch of the Anglo-Indian and Domiciled European Association to communicate with us, we should have been only too pleased to have included your Association as one of the signatories.

I will, however, take immediate steps to remedy this omission, and will communicate again with Mr. C. Gidney forthwith.

No. 1662/175 of the 18th September 1922.

From Chamber, to C. W. A. Gidney Esq., President, Bombay Branch, Anglo-Indian and Domiciled European Association, Bombay.

I beg to refer to my letter, No. 1518-175, dated the 29th ultimo, on the subject of the future of St. George's Hospital and to enquire whether you are yet in a position to furnish me with the information in question as to the promulgation of the appeal amongst the members of the communities represented by your Association must of necessity be deferred until such time as I am in possession of some such list.

I am also desired by the signatories to the manifesto to enclose herewith copies of correspondence which has recently passed between your predecessor in office and Mr. Nelson on the same subject and to say that the signatories hope that they may depend with confidence upon the support of your Association in a matter which, as Colonel Gidney rightly observes, is of vital importance to its members.

Dated 18th September 1922.

From the Honorary Secretary, Anglo-Indian and Domiciled European Association, Bombay, to Chamber.

With reference to your letter No. 1518/175, dated 29th August 1922, to the address of our President, Mr. C. W. A.

Gidney, I am directed to enclose a list of the members of my Branch of the Association, as requested.

Dated 19th September 1922.

From Lieut.-Colonel H. Gidney, I.M.S. (Retired), Simla, to Chamber.

I have to acknowledge with thanks your letter, No.1633/175, dated 13th September 1922, and to reply that I am forwarding it in original to Mr. C. Gidney for information and action. I am glad you have decided to include my Bombay President as one of the signatories to the appeal and hope that my Association in Bombay will give you real, solid, practical support in every way in your admirable and much needed Hospital Reform.

SPECIAL COMMITTEE ON ST. GEORGE'S HOSPITAL.

Constitution of the Committee.

SIR STANLEY REED, KT., K.B.E., LL.D. (*Chairman*).
MR. P. R. CADELL, C.S.I., C.I.E., I.C.S.
BT. LIEUT.-COL. R. MARKHAM CARTER, C.B., F.R.C.S., I.M.S.
MAJOR I. DAVENPORT JONES, I.M.S.
MR. N. BIRRELL.
MR. F. W. PETCH.
MR. H. G. COCKE.
With MR. C. B. SAYER, as Secretary.

Terms of Reference.

To formulate and submit a definite scheme, together with the approximate initial yearly cost thereof, vesting the administration of St. George's Hospital in a Governing Body representing the European, Anglo-Indian, Jewish and Japanese communities, with special reference to the suitability, or otherwise, of the present site and the initial expenditure required to place the hospital in first class condition, both as

regards the building and equipment; and generally to make suggestions or recommendations that may seem germane to the enquiry.

In considering the question of the financial arrangements involved in their recommendations the Committee will take legal opinion—

(*a*) as to whether, in the event of the scheme maturing, St. George's Hospital may be expected to continue to receive its present share of the Corporation's annual payment to Government under Section 62 (1) of the City of Bombay Municipal Act and, if not, as to what action may be considered necessary in order to ensure its continuance, and

(*b*) as to the position of the Trustees of the European General (St. George's) Hospital Endowment Fund in the event of the Committee's recommendations being adopted.

Report of Special Committee on St. George's Hospital.

To

The Chairman, Bombay Chamber of Commerce.
The Chairman, European Association (Bombay Branch).
The Chairman, Bombay Presidency Trades Association, Ld.
The Chairman, Bombay European Textile Association.

GENTLEMEN,

The main issue remitted to us for inquiry and report was :—

To formulate and submit a definite scheme, together with the approximate initial yearly cost thereof, vesting the administration of St. George's Hospital in a Governing Body representing the European, Anglo-Indian, Jewish and Japanese communities, with special reference to the suitability, or otherwise, of the present site and the initial expenditure required

to place the hospital in first-class condition, both as regards the building and equipment; and generally to make suggestions or recommendations that may seem germane to the inquiry.

2. We are strongly of opinion that, if satisfactory terms can be arranged with Government, immediate steps should be taken by the European community of Bombay, in co-operation with such other communities as use St. George's Hospital, or who require hospital treatment in the European method, to assume control and management of its own hospital. St. George's Hospital is quite distinct from the other medical institutions maintained by the Bombay Government. It is not wholly, or even mainly, a hospital for the indigent. It is largely used by paying patients. The sum actually contributed to the cost of maintenance by patients in the financial year 1921-22 was Rs. 1,35,570, in addition to which subscriptions and donations amounting to no less a sum than Rs. 41,308 were made towards the cost of the nursing establishment. The special characteristics of the social life of the European community which give St. George's Hospital this unique function are likely to increase rather than to diminish. The number of the bachelor community is calculated to grow. The development of "flat" life is certain to proceed apace. The level of rents will make bungalow life in the near future the prerogative of the rich and the occupiers of the official residences, and to occupiers of flats the hospital is a first necessity. We are convinced that a State institution, with the inevitable rigidity of State management, can never satisfactorily fulfil these requirements. We speak with all deference of the skill and devotion of the Staff and nothing which follows should be construed into criticism of officers for whose services the European community is deeply grateful. But the fact remains that the St. George's Hospital has never enjoyed the full confidence of the community and on occasions this lack of confidence has swelled into severe criticism. This arises in the main from the fact that a State institution is entirely unsuited to the special functions which the St. George's Hospital is called on to fulfil. The only satisfactory solution is for the European community to control and manage its own hospital.

3. This conviction is reinforced by a survey of the political and administrative changes which have taken place in India and of an appreciation of whither they must lead. The development of the constitution of India into full responsible Government is the accepted policy of all parties in the British Parliament, and substantial steps have already been taken towards that end. We feel that the distinctly European characteristics of an institution like the St. George's Hospital cannot be permanently secured by a State organisation in these changed and changing conditions, and that these distinctly European characteristics, which are essential, can be guaranteed only by the European community controlling and managing its own hospital. We are powerfully influenced by another consideration. With the Indianisation of all the Services, the European community in the mofussil will be increasingly dependent on hospital or nursing home treatment in the Presidency Town, especially in the case of diseases of women. Whilst it may be argued that this is not a responsibility which the European community of Bombay ought to be called upon to bear, we feel that we cannot take any narrow view of our duty to our own people at this time and in this land. We have, therefore, borne in mind the certainty that increasing demands on St. George's Hospital will be made by the mofussil, and have framed our recommendations on the assumption that the wards where the patients pay the full cost of their treatment, and the nursing home department of the hospital, will be increasingly used by Europeans ordinarily resident in the mofussil.

4. Whilst we are strong in our conviction that the European community should take immediate steps to secure the control and management of its own hospital, we cannot advise that it should assume any permanent responsibility for the institution as long as it is located on the present site and in the present buildings. We are unanimously of opinion that it is impossible, by any expenditure of money or increase of staff, to make the present hospital permanently satisfactory. The main reasons which have forced us to this conclusion are the unsuitable nature of the existing buildings, their insanitary surroundings, and above all the continued noise due to the proximity of a great railway terminus and of a large goods and shunting yard, in which

work is carried on at night. No ameliorative measures would have any curative effect and the hospital should be removed from its present site at the earliest possible moment.

5. We believe that this necessity is as fully recognised by Government as by ourselves. Although no official pronouncement is before us, we have received responsible assurances of a convincing character that the Government of Bombay appreciate the importance of the immediate transfer of the hospital to suitable surroundings. We believe also that there is the possibility of securing a purchaser for the site and buildings as they stand. The approximate value of the site and buildings is between fifty and seventy lakhs of rupees. Our recommendations are, therefore, based on the assumption that Government recognise the necessity for removing the hospital to a more suitable site; that an early purchaser for the land and buildings will be forthcoming; and that the proceeds of the sale will be utilised for the erection of a new hospital; whilst such sum as remains over from the proceeds of the sale after the new hospital has been built and equipped will be invested and vested in the new governing body as an endowment towards the cost of maintenance.

6. We have devoted careful attention to the best possible site for the new hospital. Two alternative schemes were placed before us, one for the erection of the new hospital in the vicinity of Danda, north of Bandra, where the necessary land will shortly be available at a low rate, and the other, for the erection of the hospital on or near the Cotton Green, where cotton will no longer be stored after September of 1923. We are fully sensible of the advantages of a site at or near Danda, especially in view of the immense improvement in the amenities of life in Salsette which will accrue from the operations of the Development Directorate. These lands, removed from the busy centres of an overcrowded city, remote from the manufacturing industries, and open to the westerly breezes are in many respects admirably adapted for the purposes of a hospital. But they possess one serious, we fear fatal, handicap; they are too far from the homes of those who will chiefly use the hos-

pital. Some years ago, when there was a suggestion to remove St. George's to Parel, inquiry showed that the present situation was the most convenient for over seventy per cent. of the inmates. We believe that a similar inquiry now would show similar results. The removal of the hospital to the vicinity of Danda would be so inconvenient not only to patients and to the medical and nursing staff, but to the friends of patients who desire to visit them, as very seriously to militate against its usefulness and also to reduce the intimate contact between the new Governing Body, the subscribers and the hospital which English experience shows to be necessary for the maintenance of medical institutions on a voluntary or semi-voluntary basis. We are aware of the great developments in progress in the north of the Island of Bombay and in Salsette, which will lead to a considerable movement of the population; on the other hand, the Back Bay Reclamation will induce the growth of a large population living in flats south of Marine Lines. Moreover, the establishment of the Hospital at Danda would necessitate the maintenance of a casualty clearing station in the Fort, which would add considerably to the annual expenses, and would be useless for the purposes of the Docks and sea-faring population. For such a hospital we could not expect any contribution from the Port Trust which now subscribes Rs. 31,202 to the annual charges. For these reasons we cannot advise the acceptance of the Danda, or any far northerly site.

7. We recommend the adoption of a site at East Colaba, to the north of the Pilot Pier. This site offers many special advantages, which on the examination we have been able to give to the position, are not possessed by any practicable alternative. It is uncertain when any part of the Cotton Green will be available, because even when the trade is transferred to Sewri the site will not be clear until the railway is removed; moreover any site on the Cotton Green would be liable to be shut in by reclamations east and west. On the other hand, the site we have suggested at East Colaba, in addition to being the most central available, possesses this further advantage, inasmuch as according to the expert advice at our disposal, work on the new building, if erected

on foundations composed of arches and piers actually on the rocks, could be begun as soon as the plans were ready.

8. We have been confronted with many difficulties in our endeavour to determine the size of the new hospital. After careful examination of the figures submitted to us showing the total number of beds and the number of patients treated over a long period of years and, in particular, the very striking figures for the financial years 1920-21 and 1921-22, from which it appears that roughly 33⅓ per cent. of the patients treated during the years in question were non-paying ones, we are of opinion, however, that the maximum number of beds should be fixed at 200 and that they should be available as far as possible in the following proportions :—

Private wards	15 beds.
Wards for patients paying Rs. 6-0 *per diem*.	30 ,,
,, ,, ,, Rs. 3-0 ,, ,,	30 ,,
,, ,, ,, Rs. 1-8 ,, ,,	60 ,,
Total wards for paying patients (male and female)	135 beds.
Free Patients	45 ,,
Children	20 ,,

(The charges mentioned are those at present in force and are only used in order to differentiate between the different classes of paying patients for whom we feel it necessary to make provision.)

These are the maximum figures and we think, on detailed investigation, they may be capable of material reduction.

9. We have already stated that no definite allotment of beds as between the different communities eligible for admission is possible so long as the existing buildings are retained and we do not consider that the adoption of such a system is any more feasible in the case of the new hospital. At the same time we hope that by rigid adherence from the beginning to the prescribed standards, whether of race or

habits, it may be possible to confine the accommodation to pure Europeans and Anglo-Indians of good class and essentially European habits, in addition to Japanese, Jews and Armenians with similar qualifications.

10. We are advised that a hospital of this size, with all the necessary appurtenances, including residential quarters for the permanent staff, complete with equipment on the most modern basis, could be erected for a sum of forty-three and a quarter lakhs of rupees. Mr. J. A. Macdonald, Architect to the Bombay Port Trust, to whose co-operation we are greatly indebted, has drawn plans for a hospital on this scale which yields this result.

11. It must be understood, however, that we only recommend a hospital of this size on the clear understanding that Government in conformity with its obligations for the existing hospital, either build the new Hospital and endow it with any surplus funds, or vest in the governing body for the new Hospital the whole of the proceeds of the sale of the existing site and buildings, or of their value should Government decide to dispose of them otherwise than by sale and that Government will continue to make an annual grant on account of indigent persons, foreigners, and other similar inmates not belonging to the classes who contribute towards the upkeep of the new hospital. The main responsibility for the care of the indigent of all communities has been accepted by Government or the local administrative bodies; we can conceive no valid reason why any exception should be made in the case of the indigent Europeans, foreigners, and "Indian Christians". Apart from the equity of this system, to ask the small and never wealthy European community of Bombay to undertake the medical relief of its own indigent sick would impose on it an unbearable burden and we could not suggest that it should even be considered, because it would be found in practice impossible. Similarly, the consent of the Port Trust would have to be obtained to the continuance of its present contribution towards the cost of the treatment of the sea-faring population or to an increased proportion of the expense on good cause being shown.

12. As our recommendations are based on the immediate removal of the Hospital to another site, we hesitate to make any proposals for expensive alterations to the present buildings. One improvement is, however, imperatively necessary. The existing arrangements for the housing of the nursing staff are admitted on all sides to be extremely unsatisfactory, if not actually unhygienic, and the difficulties experienced during the past few years in regard to the recruitment of the staff together with the abnormal amount of sickness amongst the members of the present staff, are directly attributable to this cause. Having regard, therefore, to the extent to which the well-being and efficiency of the nursing staff contribute towards the general efficiency of the hospital, we are agreed, in response to the urgent representations made to us in that connection, that early provision should be made for twenty-one separate cubicles for the nursing staff on the roof of the female side of the hospital. The approximate cost of such quarters, if fitted up with fans, flushing arrangements, etc., according to plans prepared by Mr. Macdonald, which we have approved, is Rs. 20,000 and we are convinced that the expenditure of that amount is necessary for however short or long a period the present building may be retained.

13. We will now briefly indicate the financial aspect of the proposals we have put forward. The cost of constructing and equipping a modern hospital of 200 beds at East Colaba, on the site north of the Pilot Pier, is put down at Rs. 43¼ lakhs. To be on the safe side, we will assume the cost of the land, buildings and equipment at Rs. 50 lakhs. This is an outside figure. The cost of building is taken at present prices. These are coming down. Then in connection with the reclamation works the Development Directorate has constructed a railway siding to Colaba Point, and the use of this siding will materially reduce the transport charges which are a formidable item in the heavy cost of building in Bombay. We consider that, by utilising the agency of the Development Directorate, a substantial economy in the cost of building could be effected. Again as the site recommended consists of unimproved foreshore, the cost should be nominal. But taking the outside figure of Rs. 50 lakhs,

as the estimated value of the land and buildings at St. George's is calculated at between Rs. 50 and Rs. 70 lakhs, it is evident that the sale of the existing hospital with its lands should furnish the funds necessary for the erection of new hospital at East Colaba and leave a substantial sum for endowment.

14. Turning now to the annual cost of maintenance, the latest figures available are those for 1921-22. They show the income and expenditure of the Hospital to be as follows :—

Income during 1921-22.

	Rs.
Fees	1,35,570
Port Trust Contribution	31,202
Other contributions and subscriptions	3,077
Rs. ..	1,69,849

Expenditure during 1921-22.

	Rs.
(*a*) Salaries	77,164
(*a*) Establishment	41,359
(*a*) Allowances	73,225
(*b*) Contingencies	2,54,406
Rs...	4,46,154

(*a*) This includes salaries of entire staff from Surgeon-Superintendent downwards but excludes such portion of the cost of the Nursing Establishment, as is borne by the subscriptions and donations to the Nursing Association, namely, Rs. 41,308. (*Vide* para. 2.)

(*b*) This includes diets, patients' clothing, medicines and instruments, etc.

Deficit met by Government ... .. Rs. 2,76,305

Allowing for a slightly higher scale of administration and management, and also for the economies which might be expected from the application of business principles to the management of the new Hospital, we may estimate the cost of maintenance at Rs. 5 lakhs per annum, but we think it would be unsafe to proceed without making allowance for contingencies, and for the purpose of drawing a provisional balance sheet take the annual outgoings at Rs. 5·50 lakhs.

15. In accordance with the provisions of Section 62 of the City of Bombay Municipal Act of 1888, as amended by Bombay Act III of 1907, Government receive the sum of Rs. 4,00,000 (approximate) per annum from the Municipality in return for which they are responsible for the welfare and upkeep of certain Hospitals and Institutions, of which St. George's is one. The share of St. George's in this total is Rs. 1,50,000. We assume that Government will continue at least this contribution, otherwise we recommend, as set out above that no responsibility for a Hospital of the size proposed should be incurred.

16. We take the contribution from the Port Trust at the present figure, with the recommendation that it be revised in order to determine whether it is proportionate to the services rendered to the sea-faring population in view of the great rise on all costs.

17. Reluctant as we are to recommend anything which adds to the cost of living in Bombay, we think that the present scale of fees might be revised. This applies especially to the charge of Rs. 6 per diem in Wards 1, 2, and 10. A charge of Rs. 6 per diem for accommodation, nursing, medical attention, food and medicine is very low in comparison with the incomes of many of those who use these wards. We submit the following revised scale of charges, and for the purpose of drawing a provisional balance sheet assume that the increased income will be fifteen per cent. more than the present product of fees.

Class of Ward or Patients.	Present rate *per diem*.	Proposed rate *per diem*.
	Rs. a.	Rs. a.
Private Wards	15 0	20 0
Wards Nos. 1, 2 and 10 ..	6 0	10 0
,, ,, 3, 4 and 9 ..	3 0	4 0
Wards Nos. 5, 6, 7 and 11 ..	1 8	On a scale to be prescribed by Government, collection being made by the hospital authorities on their account and the whole amount being guaranteed by Government.
Unemployed Seamen when able to pay	1 0	
Inspectors and Sub-Inspectors of Police	2 0	
Warrant Officers and 1st Class P. O. (Royal Navy), etc. ..	3 8	
Nursing Home	15 0	Rs. 20 0

18. By this process we arrive at the following results :—

PROVISIONAL BALANCE SHEET.

Income.	Rs.	*Expenditure.*	Rs.
Fees	1,55,905		5,50,000
Port Trust contribution ..	31,270		
Other Contributions and Subscriptions	3,077		
Government Grant	1,50,000		
Total Income ..	3,39,252	Deficit ..	2,10,748

(These figures are exclusive of the cost of the Nursing Establishment, which is controlled by a separate body, the St. George's Hospital Nursing Association. For the year ending the 31st March 1922, the Government Grant to the Nursing Association was Rs. 44,466, and the subscriptions and donations were Rs. 41,308. We have assumed that the St. George's Hospital Nursing Association will continue to function on its present basis, although if the European community decides to assume

the control and management of the St. George's Hospital the question of merging the Nursing Association into the new Governing Body will have to be considered.)

This deficit is the maximum figure. We have every reason to believe that it is capable of material reduction by skill and prudence in management and also that considerable endowments will be forthcoming. But it is the lowest which we can take for the purposes of conservative computation.

19. In considering ways and means of meeting this deficit, it is imperative to take long views. We have to aim above all at permanence, and it would be folly to contemplate undertaking the responsibility for the management and control of a hospital of the magnitude indicated without looking ahead at least a quarter of a century. It is doubtless possible to rely now and for a certain number of years to come on contributions from firms, companies and individuals, but any system of contribution or guarantee which is not based on some scale of services rendered, or protection given, does not in our view contain the indispensable element of permanence. We, therefore, recommend that if this scheme is accepted the deficit shall be met by guarantees on a *per capita* basis, each firm or individual not classed as indigent desiring to make use in case of sickness of the facilities afforded by the hospital guaranteeing at the rate of Rs. 100 per annum for each European employee in the case of firms and companies, and the same sum in the case of each individual, towards the cost of any deficit on the year's working. We are conscious that this may result in practice in a double payment—payment under the guarantee in any case—and payment of the fees if entrance to the Hospital is sought; but that would be the case in any system. This inequity would be at any rate partially corrected if it were definitely laid down that only those guaranteeing on the *per capita* basis would be eligible for the higher scale of treatment at the Hospital. Non-guarantors would either be relegated to the non-paying wards, or if admitted to the paying wards would be charged fees so substantial as to make good any failure on their part to accept their responsibility as guarantors.

20. It is not easy to make any reliable estimate as to the probable number of guarantors which would be forthcoming. According to the census of 1921, the number of Europeans (of all nationalities) in Bombay and the suburbs is :—

	Rs.	Rs.
Male..	10,772	
Female	4,412	
Total ..		15,184
Of Anglo-Indians :		
Male..	3,055	
Female	2,504	
Total ..		5,559
Of Jews	7,500	
Total ..		7,500
Of Japanese :		
Male..	222	
Female	26	
Total		248
Total ..		28,491

21. This, however, yields no reliable statistics. According to figures which have been prepared for our guidance, the estimated number of Europeans and Anglo-Indians in the employ of private firms and public bodies and resident in Bombay but otherwise employed is 5,631. This takes no account of Japanese, Jews and Armenians of good class and essentially European habits. But from this table it would seem that there should be no difficulty in securing at least three thousand guarantors at the rate of Rs. 100 per annum, giving a total guarantee fund of Rs. 3,00,000 per annum.

22. All our recommendations are based on three assumptions. They are (*a*) that Government recognise the necessity for the immediate transfer of St. George's Hospital from its present unsuitable and insanitary surroundings; (*b*) that in the event of this transfer the whole proceeds of the sale of the present site and buildings will be utilised for

the erection and endowment of a new hospital; and (*c*) that in the event of the erection and endowment of a new Hospital, Government will continue to discharge its responsibility for the medical relief of indigent Europeans and foreigners and contribute a sum not less than the Rs. 1,50,000, which it receives from the Bombay Municipality for the maintenance of St. George's Hospital. If for any reason there is a reluctance on the part of Government to accept the material bearings of these provisos, then we urge that the scheme for the management of the European General Hospital be abandoned forthwith, and immediate attention be given to the provision of a small Hospital, or extended Nursing Home, for the treatment of the better class Europeans of the City.

23. But if, as we have every reason to believe, Government accepts the material conditions we have laid down, we urge, with all the influence at our command, that these negotiations shall proceed without delay. For their success one step seems to us imperative. If on submission to the general body of the European community this, or any alternative scheme for the control and management of the St. George's Hospital, is accepted, then some responsible body should be created, to which the negotiations will be committed, and which will be empowered to enter into agreements. We suggest, therefore, that if any scheme is accepted in principle, all subscribers to the Hospital funds, or guarantors to the cost of meeting any deficit, shall be embodied into a legal corporation and registered under the Societies Registration Act of 1860. There is at present no authoritative body representative of the European community empowered either to negotiate or to enter into agreement with Government in this connection. If this scheme, or any scheme of the character, is to go forward, such a body should be established with the least possible delay.

24. Two subsidiary issues were remitted to us in the terms of reference. They were :—

In considering the question of the financial arrangements involved in their recommendations the Committee will take legal opinion—

(*a*) as to whether, in the event of the scheme maturing, St. George's Hospital may be expected to

continue to receive its present share of the Corporation's annual payment to Government under Section 62 (1) of the City of Bombay Municipal Act, and, if not, as to what action may be considered necessary in order to ensure its continuance; and

(*b*) as to the position of the Trustees of the European General (St. George's) Hospital Endowment Fund in the event of the Committee's recommendations being adopted.

We have not thought it necessary to go into these issues in detail, for the following reasons. On an analysis of Section 62 (1) of the City of Bombay Municipal Act, we are convinced—and two of our members have a special knowledge of the Act and the circumstances in which it was passed—that the obligation on Government to maintain the scheduled hospitals, of which St. George's is one, is binding and mandatory. In the case of the St. George's Hospital Endowment Fund, we think it should be assumed that the Fund would follow the Hospital, so long as the Hospital discharges the functions it was fulfilling when the Endowment was created. Further, these and kindred questions more properly appertain to the duties of the permanent organisation, which in the event of the European community deciding to assume responsibility for the control and management of the Hospital, we recommend should be created.

We are, Gentlemen,
Your obedient servants,

(*Sd.*) STANLEY REED. *Chairman.*
,, P. R. CADELL,
,, R. MARKHAM CARTER,
,, I. DAVENPORT JONES, } *Members.*
,, N. BIRRELL,
,, F. W. PETCH,
,, H. G. COCKE.

(*Sd.*) R. AINSCOUGH,
(*For Secretary.*)

BOMBAY, 5*th December* 1922.

Summary of the Proceedings at a Special General Meeting of the Members of the Bombay Chamber of Commerce, and representatives of the European Association (Bombay Branch), the Bombay Presidency Trades Association, Ltd., and the Bombay European Textile Association, held in the rooms of the Chamber, Graham's Buildings, on Tuesday, the 12th December 1922.

In opening the proceedings, the Chairman of the Chamber, Mr. Frank Nelson, M.L.C., who was supported by Mr. C. H. Goodall, Deputy Chairman; the Hon'ble the Chief Justice Sir Norman Macleod, Kt.; Sir Stanley Reed, Kt., K.B.E., LL.D.; Mr. P. R. Cadell, C.S.I., C.I.E., I.C.S., Mr. J. Addyman, M.L.C., Chairman of the European Association (Bombay Branch) and Bombay Textile Association; Mr. L. U. Mongini, Deputy Master of the Bombay Presidency Trades Association; the Hon'ble Sir Arthur Froom, Kt.; and other members of the Committee of the Chamber observed that, while he would always regard it as a great privilege at any time to preside over a General Meeting in the rooms of the Chamber, the gathering that evening was a unique one. First, it was honoured by the presence of His Excellency the Governor, who, despite the fact that he was undoubtedly the busiest man in the Presidency, had yet found time to attend; second, he hoped and believed that the meeting might result in the solution of two problems of vital interest to the European inhabitants of Bombay; and, lastly, it was the first time that the Bombay Chamber of Commerce and the other bodies represented had met together for one common purpose.

After briefly outlining the object of the meeting, namely, to consider and discuss, in an informal manner,

(*a*) the future of St. George's Hospital; and

(*b*) the future of the Bombay Auxiliary Force,

Mr. Nelson said that he did not propose, in connection with the first item—the future of St. George's Hospital—to traverse at any length the events which had transpired since July of the present year, when, in refusing to accede to the request of the Acting Surgeon-Superintendent of the Hospital that they should sponsor an appeal to the European community of

The future of St. George's Hospital.

Bombay for funds to assist in the upkeep and improvement of the hospital, the Committee of the Chamber recorded the opinion that even if such funds were raised their provision would in no way solve the problem of the future of the hospital. The Committee had added, however, that in their view the situation had reached a stage at which it was incumbent upon the European residents of Bombay to consider whether it was not an opportune time to suggest to the Government of Bombay that St. George's Hospital should cease to be a Government institution and should be taken over and maintained by the European community of the city.

After the most careful consideration it was decided that the first step in the direction of placing this most momentous question before the communities concerned should take the form of the manifesto issued on the 23rd August last to every member of each community entitled to use the hospital, so far as it was possible to do so.

Subsequently, in terms of the manifesto, a Special Committee of the most representative nature was appointed to examine the proposal in all its aspects and to formulate a definite scheme: the report of that Special Committee containing such a scheme was before the meeting and had, he hoped, been in the hands of all concerned for several days.

The Special Committee's recommendations were based on the following assumptions, the importance of which it was unnecessary to emphasise:—

(*a*) that Government recognised the necessity for the immediate transfer of the St. George's Hospital from its present unsuitable and insanitary surroundings;

(*b*) that, to that end, Government were prepared to endeavour to find a purchaser for the existing buildings and grounds and to hand over the entire proceeds from their sale to an Association legally constituted, in terms of the Special Committee's recommendations, and empowered to conduct the necessary negotiations;

(*c*) that, in addition, Government should continue to discharge their responsibility for the medical relief of indigent Europeans by contributing a yearly sum of not less than Rs. 1,50,000 towards the cost of maintenance of the new Hospital; and

(*d*) that the communities entitled to use the hospital should between them guarantee the sum of Rs. 2,00,000 to Rs. 3,00,000 per annum to cover what was estimated to be an outside deficit figure.

Continuing, the Chairman stated that, subject to the approval of the meeting, the lines upon which the signatories to the original appeal proposed to proceed in the foregoing connection were briefly as follows:—

(*i*) to form an Association, to be called the St. George's Hospital Association, and register it under either Section 26 of the Indian Companies' Act or under the Societies' Registration Act of 1860, immediately applications for membership, each carrying its guarantee (*vide* paragraphs 21 and 23 of the Special Committees' Report), were sufficient to ensure that the requisite amount of yearly income would be available;

(*ii*) thereupon to approach the Government of Bombay with the request that they should sell the present Hospital and its site and hand over the proceeds from such sale to the new Association, at the same time guaranteeing a yearly grant of Rs. 1,50,000; and

(*iii*) immediately upon completion of the foregoing preliminaries, to commence, under the supervision and control of the St. George's Hospital Association, the building of the new Hospital and assume, through the same medium, entire responsibility for its administration and upkeep.

In conclusion, Mr. Nelson stated that he desired, before asking His Excellency to address the meeting, to take the opportunity of thanking, on behalf of himself and his fellow

signatories, those firms and individuals who, without waiting for the detailed scheme now before them, had responded so generously to the appeal contained in the original manifesto. The promises so given would, of course, be restored in view of the Special Committee's recommendations ; but the labours of those responsible for the preparation of the scheme had been materially lightened by the knowledge that even in the absence of any constructive proposals they enjoyed the confidence and support of so many of those in whose interests they were labouring.

Mr. Nelson finally concluded his remarks by expressing his appreciation of the work of the members of the Special Committee. The labour involved in the preparation of their most comprehensive and lucid report had been very heavy, and whatever might be the outcome of the proposal each and every member of the communities concerned would always be deeply indebted to Sir Stanley Reed, Mr. Cadell and the other members of the Committee for the very able manner in which they had carried out a task of exceptional difficulty.

His Excellency the Governor, who was accompanied by Mr. J. C. Ker, I.C.S., Officiating Private Secretary, and Mr. E. M. Proes, C.S.I., Secretary to Government in the Public Works Department, then addressed the meeting. After expressing his appreciation of the opportunity thus afforded him of making a personal appeal to the members of the European community in regard to a matter which he considered was of the gravest importance. His Excellency emphasised the difficulty of the situation which had been revealed to him as a result of the detailed personal enquiries he had made and the many discussions he had had with Mr. Nelson and his colleagues since the inception of the scheme, the latest details of which were in their hands that evening. At one time it had seemed that a permanent and at the same time satisfactory solution of the problem of the future of St. George's Hospital was impossible of realisation ; but, throughout all the proceedings, His Excellency added, he had been impressed by Mr. Nelson's determination to succeed, and he was very glad to be able to hold out a hope that at last, only a few hours before he had left for the meeting, a possible way out

of the difficulties had presented itself in the shape of a site for the new Hospital which he submitted, with all due deference to the members of the Special Committee, was more suitable than the one that had previously been suggested.

His Excellency then explained why in his opinion the site for the proposed new Hospital suggested by the Special Committee, with whose conclusions he was otherwise in complete agreement, was unsuitable and the steps he had taken by personal enquiry and investigation to discover an alternative one, which, while possessing the undoubted advantages claimed for the East Colaba site, would be free from the disabilities attached to the latter and in particular would be available immediately and at a minimum cost. Although he was not in a position to make any definite announcement, His Excellency stated that such desiderata might well be achieved by the site on Malabar Hill which he had in mind and he promised to complete his enquiries in that direction as quickly as possible. If the negotiations then in progress were successful, the result, he was confident, would provide a solution of many of the difficulties to which he had first referred.

In reply to the specific points raised in the Chairman's speech, His Excellency stated :—

(*a*) that Government recognised the necessity for the immediate transfer of St. George's Hospital from its present unsuitable and insanitary surroundings ;

(*b*) that, to the foregoing end, Government were prepared to endeavour to find a purchaser for the building and its grounds and that they had reason to believe that one would be forthcoming at an early date, but that, for obvious reasons, Government could not hand over the entire proceeds of the sale direct to the new Association in the manner suggested. Government were prepared, however, —and in His Excellency's opinion the result would be the same— to defray the cost of the establishment of a new Hospital and of the land on which it should be erected upon realisation of such proceeds within the extent of their realised value ;

(*c*) that he was authorised by the Minister in charge of the Department concerned (the subject being a transferred one), to say that, in addition, the Minister was prepared to give the necessary assurance that Government would continue to discharge its responsibility for the medical relief of indigent Europeans by contributing annually the sum of about Rs. 1,50,000, namely, the amount of the institution's present share of the Corporation's annual payment to Government under Section 62 (1) of the City of Bombay Municipal Act, towards the maintenance of the Hospital, subject to the following conditions, namely :—

(*i*) that the right of annual inspection by qualified European Medical Officers of Government shall be reserved ; and

(*ii*) that Government shall have the right of appointing Committees of Enquiry, composed of persons entitled to use the hospital, from time to time, for the purpose of a detailed enquiry into the management of the institution.

The foregoing proviso, His Excellency stated, represented the minimum amount of Government control possible in the circumstances ; and he was of opinion that the Minister's terms were fair and reasonable ;

(*d*) that the essential condition precedent to the adoption by Government of the foregoing measures was that the communities concerned should guarantee, through the medium of the proposed St. George's Hospital Association, the sum of Rs. 3,00,000 per annum towards the cost of maintenance of the new Hospital and shoud also arrange for the financing of the purchase of the land and initial building operations during the period, probably about 8 or 9 months even in the most favourable circumstances, that must necessarily elapse between the commencement of the work

and the realisation by Government of the proceeds from the sale of the existing site and buildings.

In conclusion, His Excellency emphasised the necessity for the required guarantee on the part of the new Association being forthcoming at the earliest possible date as time was the essence of the scheme, and he appealed to the members present, if the procedure which he had outlined met with their approval, to forward their guarantees, either in an individual capacity or on behalf of their employees, with the minimum delay. Government on their part had already acted with exceptional celerity throughout the course of the negotiations and were prepared to proceed in the same spirit both in the selection of the new site and in the sale of the present building, but their continued assistance—and indeed the further progress of the scheme—was entirely conditional upon the recognition and performance by each member of the communities concerned of his individual obligations, which were confined, at that stage, solely to the raising of the necessary guarantees.

At the conclusion of His Excellency's statement, which was received with applause, a general discussion was invited, and several questions, mainly in regard to the alternative methods of raising the necessary funds, were asked and answered by the Chairman of the Special Committee who explained that all other methods had been examined most closely and abandoned in favour of the system of guarantees recommended in the Committee's report.

The Hon'ble Sir Arthur Froom then proposed the following resolution for the consideration of the meeting in the light of the Special Committee's report and His Excellency's explanation of Government's attitude towards their recommendations :—

> "That this meeting is of the opinion that, subject to Government handing over such proceeds of the sale of the present St. George's Hospital and grounds to the proposed St. George's Hospital Association as may be sufficient to build and establish a new Hospital, and subject also to the receipt of a pledge

from Government that they will continue a grant of at least Rs. 1,50,000 per annum towards the upkeep of the Hospital, the proposed St. George's Hospital Association should thereupon assume complete responsibility for the future welfare and upkeep of the new Hospital."

The resolution was seconded by Sir Stanley Reed, Kt., K.B.E., LL.D., who explained in somewhat greater detail the lines upon which his Committee had conducted their enquiry, and stated in reference to His Excellency's criticism of their recommendations in regard to the proposed site for the new Hospital, that the choice before them had been limited and that if His Excellency could secure an alternative one on Malabar Hill it would serve their purpose even more adequately.

The resolution was put to the meeting and passed unanimously.

The future of the Auxiliary Force, Bombay.

At the conclusion of the discussion on the subject of St. George's Hospital and its future, the Chairman in introducing the subject of the future of the Auxiliary Force in Bombay, the second item on the Agenda, stated that for the purpose of the ensuing proceedings it had been assumed that all present were desirous of making the Auxiliary Force in Bombay a much more popular and efficient organisation than it was at present, and he hoped that by frank and informal discussion at so representative a gathering a means might be discovered of arriving at the causes which militated against the success of the Force as at present constituted and that by free interchange of views a solution of the difficulties might be evolved.

After His Excellency had addressed the meeting, a general discussion ensued as the outcome of which, it is hoped, that some far-reaching results of the desired nature will be achieved in the near future.

The proceedings terminated with a vote of thanks to His Excellency the Governor, proposed by Mr. L. U. Mongini which was passed with acclamation.

APPENDIX E-1.

GOVERNMENT STATISTICAL PUBLICATIONS.

ANNUAL VOLUME OF JOINT STOCK COMPANIES IN INDIA.

No. 1183 of the 16th June 1922.

From the Director of Commercial Intelligence, Bombay, to Chamber.

The Government of India have under consideration the revision and reduction of the publications issued by the Statistical Department and in connection with this the question has arisen whether it is necessary or advisable to continue the publication of the annual volume on "Joint Stock Companies in British India and in the Indian States of Mysore, Baroda, Gwalior, Indore and Travancore."

2. At present the Department of Statistics issues monthly a summary showing the registration of companies during the month and giving the details of registrations, etc., from the beginning of the year to date. I attach for information a copy of the monthly Joint Stock Companies publication (which may be returned please).

3. In addition there is published yearly an annual volume which gives the information for the year and also gives names and particulars of all companies working in India. I attach a summary of the contents of this volume which will indicate what the scope is.

4. I have been instructed by the Government of India to discover whether in the opinion of the commercial community of Bombay the annual volume is necessary. It is suggested that the monthly publication for the month of March which includes totals from the beginning of April of the previous year and these form a year's record, would suffice. In the March monthly publication there are :—

(*a*) Abstract tables of Companies incorporated in the month of March.

(*b*) Of all Companies incorporated in 12 months April to March compared with various preceding years.

(*c*) Abstract statement of Companies that have gone into liquidation in the 12 months.

(*d*) Statement showing particulars of Companies incorporated in the month of March.

(*e*) Particulars of companies that have gone into liquidation during the month.

5. It will be seen, therefore, that the March monthly statement gives statistical information which enables one to gather the progress of registration, etc., of Companies during the year but that for reference to any particular company it would be necessary either to refer to one of the annual volumes or to one of the monthly reports for the month in which that Company was either registered or dissolved.

6. The annual report, on the other hand, gives particulars, names, capital, etc., of all Companies working in India and it is possible from this annual report to discover a certain amount of information about any Company that was registered up to that year. It is obvious, however, that the publication of this book of 345 pages is costly and laborious and, if it would be sufficient from the point of view of the commercial community that particulars as regards individual Companies should be recorded only when they are registered or dissolved it would be possible to provide the other information in the ordinary monthly issue.

7. I do not know to what extent the annual report is used as a book of reference in business. If it is only very occasionally referred to, or, as happens to many publications, never utilised, there would presumably be no harm in ceasing its issue. I should, therefore, be grateful if I might be informed as to whether the annual report is considered necessary and useful.

8. Further it is probable that neither the annual report nor the monthly statement give all, or the most useful, particulars which are required for business purposes. For instance in table (8) of the annual report, the list of Companies limited by shares in India at work at the end of the

year, it is likely that information as to the principal place of business or the address of the registered offices or possibly the names of the Managing Agents, or similar information would be far more valuable than the "objects of the Company," especially when they are given as "printing and publishing" in the case of a Company which in its title describes itself as a Printing Company. I should, therefore, be very grateful if I might be given an opinion not only as to the desirability of the continuation of the annual report but also as to what information should be either omitted from or added to both the annual and the monthly issues.

9. I should be glad if I might receive an early reply to this letter as this office will shortly be closed and I have to report to Government of India before then.

Note on the contents of the annual volume published by the Government of India on "The Joint Stock Companies in British India and in Indian States of Mysore, Baroda, Gwalior, Indore and Travancore."

	Pages.
Introductory Note	i-v
Charts.—	
1. Number of Companies (Incorporated in India) at work at the end of each official year ..	Frontis-piece.
2. Authorised Capital and paid-up Capital of Companies (Incorporated in India) at work at the end of each official year	
3. Number of new Companies (Incorporated in India) in each official year	vi-vii
4. Authorised Capital of new Companies (Incorporated in India) in each official year ..	
5. Paid-up Capital invested in Cotton and Jute Mills Companies (Incorporated in India) at work at the end of each official year ..	
6. Paid-up Capital invested in Tea Planting and Coal-mining Companies (Incorporated in India) at work at the end of each official year.	

Part I.—Summary Tables.

Tables.—

No.		Pages.
1.	Number of Companies at work in India, and their authorised and paid-up Capital, at the end of each year from 1895-96 to 1919-20 ..	3
2.	Number of Companies, and their paid-up Capital, in each Province, and in certain Indian States, at the end of each year from 1910-11 to 1919-20	3
3.	Number, Description, and Capital of Companies at work in India at the end of 1919-1920 ..	4-13
4.	Number and paid-up Capital of each class of Companies at work in India at the end of each year from 1895-96 to 1919-20	14-15
5.	Number, Description, and Capital of new Companies registered in India during the year 1919-1920	16-23
6.	Number, Description and Capital of Companies which ceased to work in 1919-20	24-27
7.	Number, Description, and Capital (in sterling) of Companies incorporated elsewhere than in India but working in India in the year ending 31st March 1920	28-32

(The summary tables give statistical information in comparison mainly with past years but do not make any reference to the particular Companies, and merely indicate the general position in India, as regards establishment, number, finance, etc., in totals)

Part II.—Detailed Tables.

8.	List of Companies limited by shares in India at work on the 31st March 1920—	
(1)	British India—	
	A.—Public Companies	33-147
	B.—Private Companies	148-181
(2)	Indian States—	
	A.—Public Companies	182-190
	B.—Private Companies	190-191

In this list Companies are classified by name under the various kinds into which they fall, and the headings in this table are (1) name of company, (2) when registered, (3) capital, authorised, subscribed and paid up, and (4) objects of company.

9. List of Companies limited by Guarantee not having a share capital in India at work on 31st March 1920 .. .. Pages. 192-197

In this Table the headings are (1) Classification and the name of the company, (2) date of registration, (3) number of members and (4) objects of company. These Companies are such as Agricultural Banks, Provident Funds, Clubs, Labour Associations, Merchants Associations, Benevolent Associations, etc.

10. List of Associations not for profit in each province in British India at work on the 31st March 1920 198-201

The headings here are (1) name of the Association, (2) date of registration, (3) objects of Association. Under this head we find Chambers of Commerce, Cremation Societies, Clubs, Merchants Associations, Law Societies, Ratepayers' Associations, etc.

Pages.

11. List of Companies incorporated elsewhere than in India but working in India in the year ending 31st March 1920 .. .. ..

(1) British India—

A.—Public Companies 202-220

B.—Private Companies 221-223

(2) Indian States—

A.—Public Companies 224-225

On the headings to these are (1) name of company, (2) capital, authorised and paid up, (3) debentures, (4) objects of company.

12. List of New Companies registered in India during the year ending 31st March 1920—

(1) British India—

A.—Public Companies 226-266

B.—Private Companies 267-282

C.—Companies limited by Guarantee 283

		Pages.
(2)	Indian States—	
A.	Public Companies	284-287
B.	Private Companies	287

The headings are (1) name of the company, (2) when registered, (3) capital, authorised, subscribed, paid up and (4) objects of the company.

Appendix —

A.	Abstract Statement of Companies limited by shares in the Travancore State at work on the 15th August 1920	289
B.	List of Companies limited by shares in the Travancore States at work on the 15th August 1920	289-296
C.	List of Associations not for profit in the Travancore State at work on the 15th August 1920	297
Index to Companies		299-345

No. 1068/176 of the 29th June 1922.

From Chamber to the Director of Commercial Intelligence, Bombay.

I am directed to acknowledge receipt of your letter. No. 1183, dated the 16th June, 1922, and enclosure, inviting an expression of my Committee's views upon the question whether it is necessary or advisable, in the circumstances described in your letter, to continue the publication of the annual volume entitled "Joint Stock Companies in British India and in the Indian States of Mysore, Baroda, Gwalior, Indore and Travancore."

2. In reply I am to state that my Committee are of opinion that the publication of the annual volume in question might with advantage be discontinued as they consider that the present monthly summary provides all the information with regard to the registration, etc., of joint stock companies in India that is required, particularly if a comprehensive index is published at the end of each year.

3. I return herewith the specimen copy of the monthly summary which accompanied your letter under reply.

APPENDIX E-2.

SEA-BORNE TRADE STATISTICS OF BRITISH INDIA.

No. 6375 of 26th September 1922.

From Director-General of Commercial Intelligence, Calcutta, to Chamber.

I have the honour to state that the question of additions to, or alterations in, the lists of articles separately specified in the foreign sea-borne trade returns is now under consideration in this Department and to request that you will be so good as to forward any proposals or modifications you may wish to make in the lists now in use.

2. An early reply will be much appreciated.

No. 1929-260 of 26th October 1922.

From Chamber to the Director-General of Commercial Intelligence, Calcutta.

I have the honour to acknowledge the receipt of your letter, No. 6375 dated the 26th September 1922, stating that the revision of the list of articles specified in the foreign sea-borne trade returns of British India is now under consideration and inviting my Committee to put forward any suggestions they might wish to make in that connection.

In reply I am to inform you that my Committee have carefully considered the question of the revision of the above returns but they have, at present, no suggestions to make on that subject.

APPENDIX E-3.

GOVERNMENT INLAND TRADE STATISTICS.

PROPOSED SIMPLIFICATION AND IMPROVEMENT.

No. 4174/G. of 3rd March 1922.

From the Under Secretary to the Government of Bombay (Revenue Department) to Chamber.

Subject.—Simplification and improvement of Inland Trade Statistics.

I am directed by the Governor in Council to forward a copy of the letter from the Government of India, Department of Commerce, No. 729, dated the 6th February 1922, with its accompaniments, on the subject mentioned above, and to request that the Government of Bombay may be favoured very urgently with the views of your Chamber on the questions discussed in the letter.

No. 729 of 6th February 1922.

From the Government of India, Commerce Department, to the Government of Bombay (Revenue Department).

I am directed to address you on the subject of the continuance of the present Inland (rail and river borne) trade statistics.

2. For the purpose of registering inland trade, India is at present divided into the 18 principal blocks stated in the margin, and with the exception of Sind and British Baluchistan, each British province is sub-divided into minor internal blocks as shown in the enclosed list.

1. Assam.
2. Bengal.
3. Bihar and Orissa.
4. United Provinces.
5. Punjab.
6. Sind and British Baluchistan.
7. Central Provinces and Berar.
8. Bombay.
9. Madras.
10. Rajputana.
11. Central India.
12. Nizam's territory.
13. Mysore.
14. Kashmir.
15. Calcutta.
16. Bombay Port.
17. Karachi.
18. Madras Ports.

3. The actual registration is done by the different Railway Audit Offices which prepare from audited invoices quarterly returns of the trade carried on the railways and sections with which they are concerned. These returns reach the provincial compiling officers by a procedure which varies from province to province. Some Railway Audit offices submit their returns direct six weeks after the period to which they relate while others submit them five weeks late to the Government Examiner of Accounts, Bombay-Baroda and Central India Railway, who prepares consolidated returns from these registers and sends them to the compiling officers 17 days after the receipt of the return; that is to say, quarterly returns reach the provinces 59 days late even if they are submitted punctually.

4. From these returns, the provincial compiling authorities prepare quarterly statements showing (i) the trade of the province as a whole and its ports, if any, with other provinces and ports, (2) the trade of each internal block in the province with other provinces and ports, and (3) the trade of the internal blocks of the province with each other. The provincial officers prepare the first statement in manuscript for the Department of Statistics, and the other two statements for publication in their own provincial reports. After allowing time for the preparation of the returns in the provinces and their transmission to the Department of Statistics, it rarely happens that the returns are received by the Government of India less than three months late.

5. The first question on which the Government of India desire to obtain the views of local Governments is whether in their view the Inland Trade Statistics as at present compiled and published both for India and for the provinces serve any useful purpose. The all-India publication at present appears so late as to be of little practical utility, while the statistics it contains appear to cover more ground than is really required. It is very doubtful to what extent the commercial community benefit either by these or by the provincial volumes. The movements of staple commodities to and from the ports and other commercial centres are undoubtedly of interest to business-men but to be of value the information must be published promptly and in clear and intelligible form. The value of the present publications to Government and to Government officers is also questionable. It is understood that information regarding the movement of food-grains between, or even within, provinces is useful in times of famine; but here also their value is discounted by delays in publication. The Government of India desire to know, therefore, in the first place, whether in the opinion of the Government of Bombay the all-India and provincial statistics of inland trade in their present form are worth the cost involved in compiling them or whether they can safely be discontinued.

6. The second question is whether instead of entirely discontinuing the compilation of inland trade statistics, an attempt should be made to compile and publish them promptly and in similar and more useful

form. It may be possible to arrive at some arrangement whereby the inland trade movements of a few of the more important commodities will appear more punctually and at less expense. If the Government of Bombay consider that inland trade statistics should be retained in their own interests and those of the commercial community in improved form, their opinion is invited on the following suggested amendments to the existing system.

7. In the first place, the number of articles enumerated seems to be greater than is really necessary, and it is suggested that in future inland trade statistics need only be published in respect of articles specified in the enclosed list. It is open to Local Governments, however, to suggest the inclusion of any additional commodities which they deem of sufficient importance to the general inland trade of India.

8. In the second place, it is suggested that minor internal blocks should be abandoned altogether. The new publication will then show only the trade between the 18 principal blocks specified above. It is open to Local Governments, however, to make out a case for the conversion of any of the existing minor blocks into a major block on the ground of its general importance to the trade of India as a whole. Conversely, it is suggested that the number of principal blocks might be simplified without detracting from the value of the returns. It is even possible, that information regarding inter-provincial movements of staple commodities serves no practical purpose; and that local Governments and the commercial community would be satisfied with statistics of the movements of such commodities to and from the principal ports and inland commercial centres of importance. If this view is accepted, the provincial volumes might be discarded altogether; and the all-India publication would merely show the trade in staple articles to and from commercial centres.

9. A third suggestion is that statistics of the values of articles enumerated in the inland trade statistics serve no useful purpose. If Local Governments agree in this view, a considerable saving in time, trouble and expense will be effected in restricting the returns to quantities only and omitting all statement of values.

10. Finally, it is proposed that instead of an annual return, the Director of Statistics should in future publish a monthly pamphlet of inland trade movements on the lines suggested above. Each issue will show not only the volume of trade during the month but also running totals from April, so that the twelfth issue will comprise the total trade of the financial year.

11. If these proposals find general approval, a considerable saving in the cost of compilation should be possible. Railway Audit Offices may be able to forward direct in future to the Director of Statistics the materials from which he will compile the monthly all-India volume

now proposed. The Director of Statistics is taking up this question separately with the Railway Audit Offices. At the same time, it will still remain open to any Local Governments to continue to secure direct from the Railway Audit Office concerned any further internal trade statistics not appearing in the all-India volume. For example, in times of famine or scarcity, a Local Government may desire to have detailed information regarding the movement of foodgrains, fodder, etc., which will not appear in the all-India returns. In this case it would be open to them to obtain the information by negotiation with the Railway Company or Companies concerned.

12. The internal trade reports at present include information regarding river as well as rail-borne trade. The former is at present registered between certain blocks (*e.g.*, Bengal and Assam, Calcutta and Bihar and Orissa, Calcutta and the United Provinces, Assam and Bihar and Orissa, and the Punjab and Sind), and the results are combined with the respective provincial rail-borne trade statistics. The question of improving these river borne statistics on the same lines, both in respect of the articles enumerated and method of compilation, will be taken up on receipt of replies to this letter. If, however, the Government of Bombay have any suggestions to offer on the subject, the Government of India will be glad to receive them.

13. I am directed to request that the Government of India may be favoured with the views of the Local Government, with special reference to the suggestions to abandon the provincial volumes, to produce instead a monthly all-India return, to confine the statistics to important trade centres, to omit values and to curtail the list of articles enumerated.

BRITISH PROVINCES AND THEIR INTERNAL TRADE BLOCKS.

Provinces.	*Internal Blocks.*
Bengal	Western Bengal. Eastern Bengal. Northern Bengal. Dacca. Chittagong Port. Calcutta.
Bombay Presidency	Bombay Port. Gujarat and Kathiawar. Konkan. North Deccan. East Deccan. West Deccan. Southern Mahratta Country. Goa.

Provinces.	*Internal Blocks.*
Punjab	Delhi City. The rest of the Cis-Sutlej Territory. Territory between Sutlej and Jhelum. Territory between Jhelum and Indus. Territory Trans-Indus.
Sind and British Baluchistan.	Karachi. Sind and British Baluchistan. Baluchistan excluding Karachi.
Assam	Upper Assam. Lower Assam. Surma Valley.
Madras Presidency	Madras. French Ports. Other Sub-ports. Northern Circars. Deltas. Deccan Districts. North Carnatic. South Carnatic. Central Districts. Southern Districts. Western Coast. The Hills.
Bihar and Orissa	Patna City. Bihar excluding Patna City. Chota Nagpur. Orissa.
C. P. and Berar	Jubbulpore. Nerbudda. Nimar. Nagpur. Chattisgarh. Berar. Gatpura.
U. P. of Agra and Oudh.	Upper Doab. Middle Doab. Lower Doab. Bundelkhand. Cawnpore City. Benares. Gorakhpur. Rohilkhand. North Oudh. South Oudh.

REVISED LIST OF ARTICLES TO BE SHOWN IN THE INLAND TRADE RETURNS.

Coal and Coke.
Cotton—Raw, distinguishing—
(1) Kapas.
(2) Pucca bales.
Cotton—Twist and yarn.
Cotton—Piece-goods.
Myrobalans.
Grain and Pulse, distinguishing—
1. Rice.
2. Wheat.
3. Other grain.
4. Flour.
Hides and Skins, Raw.
Jute, Raw, distinguishing—
1. Loose.
2. Pucca bales.
Gunny bags and cloth.
Lac and Shellac.
Leather.
Manganese Ore.
Mica.
Oils, distinguishing—
1. Vegetable oils.
2. Kerosene.
Oilcake.
Oilseeds, distinguishing only—
1. Castor.
2. Copra.
3. Groundnuts.
4. Linseed.
Salt.
Saltpetre.
Sugar, distinguishing—
1. Gur, rab, jaggery, molasses.
2. Sugar.
Tea.
Tobacco—Raw.
Wood, distinguishing—
1. Teak.
2. Other timber.
Wool—Raw.

No. 418/98 of 17th March 1922.

From Chamber to Bombay Government (Revenue Department).

I am directed to acknowledge receipt of your letter, No. 4174/G, dated the 3rd March, 1922, and its accompaniments,

on the subject of the continuance of the present Inland (rail and river borne) trade statistics.

2. In reply I am to state that, in the opinion of my Committee, the issue of the present All-India figures after a long interval of time is entirely valueless to the commercial community. If, as you suggest, it would be possible to issue without delay a monthly report on rather simplified lines without increasing the present costs of compilation and publication my Committee consider that such a publication, on the general lines of the Sea-borne Trade and Navigation Returns, published regularly and without undue delay would prove valuable.

3. I am, however, to add that my Committee would welcome a general enquiry into the statistics issued by the Government of India and the Provincial Governments, respectively, in order to investigate, with the help of the railway administrations, the Customs Authorities and the commercial public the possibility of effecting a considerable saving of money in that direction.

APPENDIX F-1.

THE EXCHANGE BANKS' B/CRATE.

No. T-975 of 14th September 1922.

From Indian Merchants' Chamber, Bombay, to Chamber.

I am asked by my Committee to send to you herewith copies of correspondence passed recently between them and the Chairman of the Associated Exchange Banks. My Committee have still been receiving complaints from some members regarding the attitude adopted by the Exchange Banks with regard to this question. Before proceeding further they will be much obliged if you will kindly let them know the views of your Committee with regard to this question.

Dated 15th September 1920.

From Indian Merchants' Chamber, Bombay, to Associated Exchange Banks, Bombay.

In connection with the present system under which the importers are required to pay to the Banks the bills of collection I am directed by my Committee to put before you the following facts.

In pre-war times the bills of collection and the advanced bills of collection were paid to the Banks either in cash at the rate circulated by the Chartered Bank of India or by other banks' drafts according to the option of the importers. The difference between the selling rate of the Banks and B. C. or A. B. C. rate was at the time at the most 1-32*d.*, or in rare cases 1-16*d.*

In war times the option of the importers to pay by the other Banks' drafts was taken away, and the Bills were required to be paid in cash. Very recently Bills could be paid at the fixed rates circulated daily by the Chartered Bank or the amount was marked against standing contracts with the Banks of parties. It appears, however, that the Banks have recently stopped importers from utilizing standing contracts of other parties against their bill payments and are insisting upon them either to pay according to the day's rate of B. C. or make a fresh contract which can be utilized for bill the next day or subsequent days. The difference between bills rates and the selling rate of Banks fluctuate between $\frac{3}{4}$ to $\frac{1}{4}$*d.* or at times comes to nearly $\frac{3}{4}$*d.* Such differences, my Committee think, are highly objectionable. Now that the war is over my Committee would like to suggest that the option of the importers to pay by other banks' drafts against bills should be resumed by the banks as that option was taken away merely as a war measure.

Dated 11th March 1921.

From Associated Exchange Banks, Bombay, to Indian Merchants' Chamber, Bombay.

I am in receipt of your favour of 15th September last the original of which does not appear to have reached me.

In reply I beg to state that the questions brought up by you have recently been discussed by the Associated Exchange Banks here and t has been decided that no change from the present procedure can be made.

The differences in rates cited by you seem to be extreme.

No. T-736 of 11th April 1921.

From Indian Merchants' Chamber, Bombay, to Associated Exchange Banks.

I am asked to acknowledge receipt of your letter of the 11th March 1921, regarding the Bills of collection. My Committee regret that the Associated Exchange Banks have decided that no change from the present practice can be made. My Committee again approach you with a request that the question should be reconsidered by you as the present procedure is both inconvenient and objectionable to a large section of the commercial community.

Dated 12th October 1921.

From Associated Exchange Banks to Indian Merchants' Chamber, Bombay.

In reply to your letter* of 26th September I beg to state that the matter referred to has again been considered by our members and it has been decided that no change from the present procedure can be made.

May I add that importers are apparently under no hardship under the present system as they can always contract for their bills the day before taking them up or earlier at the current rate of exchange.

No. 1923-258 of the 25th October 1922.

From Chamber to the Indian Merchants' Chamber, Bombay.

I am directed to acknowledge receipt of your letter, No. T. 975, dated the 14th September, 1922, and its accompaniments, on the subject of the prevailing practice of the Bombay Exchange Banks in regard to the payment of inward Bills for Collection. An expression of my Committee's views is invited on the attitude adopted by the Associated Exchange Banks in the above connection, as exemplified in certain correspondence which passed between your Chamber and the

*A copy of this letter did not accompany the Indian Merchants' Chamber's letter No. T.-975 of the 14th September 1923.

Association on the same subject between September 1920 and October 1921.

2. My Committee have carefully considered the entire question as set forth in your letter and the correspondence in question, and desire me to state, in reply, that whilst they are in agreement with your Committee's contention that of recent times the margin between the Associated Exchange Banks' B-C rate and the market selling rate has been disproportionately wide, they are of opinion that at present no very great injustice is being, or is likely to be, experienced so long as the margin is maintained at its present level.

3. Moreover, I am to observe that the option given to the drawee of a Bill for Collection of making a forward contract for the retirement of his acceptances removes, in my Committee's opinion, all major grounds for complaint and that they have reason to believe that about 75 per cent. of the Bills maturing in Bombay are retired under such contracts.

4. At the same time my Committee have taken advantage of the opportunity afforded by your letter to impress upon the Associated Exchange Banks their view that the margin between the B-C rate and the average market selling rate should, on no future occasion, be greater than 1-16th and wherever possible only 1-32nd. Having regard to the fact that on an obviously weak market a banker may have to retire large numbers of Bills (the drawee having the right to retire his Bills, irrespective of maturity, at the B-C rate of the day on which he makes his request) with the risk that he may not be able to cover himself except at a loss, my Committee are of opinion that the margin of safety indicated above is not unduly large.

5. With regard to your contention that drafts on the London office of other banks should be tenderable in payment of Bills for collection, I am to state that my Committee are unable to agree with the same. Moreover, they are advised that banks are legally entitled to refuse any form of payment other than in the currency of the place on which the Bill is drawn.

APPENDIX F-2.

ISSUE OF CURRENCY NOTES AGAINST BILLS OF EXCHANGE.

No. 727-F of 8th March 1922.

From the Government of India, Finance Department, Delhi, to the Chamber.

I am directed to forward a copy of a letter to the Controller of the Currency, No. 525-F, dated the 16th February 1922, with enclosure, prescribing the conditions and procedure for the issue of currency notes against bills of exchange under Section 19-A of the Indian Paper Currency Act, 1910 (II of 1910).

No. 525-F of the 16th February 1922.

From the Government of India, Finance Department, Delhi, to the Controller of the Currency.

I am directed to state that the Governor General in Council has been pleased to prescribe the following conditions for the issue of currency notes against bills of exchange under Section 19-A of the Indian Paper Currency Act of 1910 (II of 1910) *viz*:—

(1) The bills of exchange shall be internal bills or *hundis* drawn for trade purposes.

(2) If the documents themselves do not bear any evidence of being drawn for such purposes, the Imperial Bank of India shall certify that, to the best of its knowledge, the accommodation provided for is for the furtherance of trade.

(3) The bills shall remain in the custody of the Imperial Bank of India as securities held on behalf of the Currency Department and shall, if the Controller of the Currency so requires, be endorsed by the Bank to the Controller.

2. The transactions should be shown in the Bank's weekly statement on the liabilities side under a new heading to be opened by the Bank in addition to those mentioned in Bye-law 8—

"Loans from the Government of India under section 19-A of the Paper Currency Act, against inland bills discounted and purchased *per contra*."

3. The procedure for the issue of notes will be as in the enclosed memorandum.

Procedure.

1. The Managing Governor of the Imperial Bank of India will inform the Controller of the Currency to what extent notes should be issued and when.

2. The Local Head Office of the Imperial Bank at Calcutta will present to the Controller a demand promissory note for the whole amount, or for such portion of it as may be required from time to time not exceeding such amount in the aggregate, with a certificate to the effect that internal bills or *hundies* which satisfy the conditions prescribed in and under the provisions of Section 19-A of the Act II of 1910 and whose discounted value does not fall short of the amount of the loan required are held by the Bank on behalf of the Currency Department.

3. The Bank shall be at liberty to vary the bills from time to time so long as the above conditions are satisfied.

4. The Bank is authorised to discharge and deal with bills as they fall due or are retired under rebate provided always that no bills held against the issue of currency notes shall be withdrawn from the Government of India Portfolio or discharged without a corresponding reduction in the amount of the loan or a deposit of fresh bills for an equal amount. The Bank will be entitled to withdraw bills without special sanction equal in amount to any repayments made by them.

5. The loan will be made from Currency at Calcutta to the Local Head Office of the Imperial Bank under the orders of the Controller to the amount stated in the demand promissory note on receipt of the documents prescribed in (2) above which shall be surrendered on the Bank's repaying the loan with interest.

6. The rate of interest shall be fixed by the Controller and shall not be less than 8 per cent. per annum.

No. 557/104 of the 8th April 1922.

From the Chamber to the Government of India, Finance Department, Simla.

I am directed to acknowledge receipt of your letter, No. 727-F., dated the 8th March 1922, and its accompaniments, and in reply thereto to state that my Committee are still strongly of opinion that the minimum rate of interest, namely, 8 per cent. laid down in the memorandum outlining the

procedure to be followed in respect of the issue of notes against bills of exchange under Section 19-A of the Indian Paper Currency Act, 1910, is prohibitively high and I am again to invite your attention to their views in that connection expressed in paragraph 6 of their letter* No. 2446/172/P, dated the 9th December 1920.

2. In other respects, however, I am to say that the procedure laid down in your letter to the Controller of the Currency, No. 52-5-F, dated the 6th February 1922, copy of which accompanied your letter, appears to be adequate.

No. 1490-F. of the 7th June 1922.

From the Government of India, Finance Department, Simla, to the Chamber.

I am directed to acknowledge the receipt of your letter No. 557/104, dated the 8th April 1922, and to state that the Government of India have noted the views of the Bombay Chamber of Commerce in regard to the minimum rate of interest to be charged on advances made to the Imperial Bank from Currency against internal bills of exchange and *hundis*. In this connection, I am to refer the Chamber to the discussion they had in April last with Sir Malcolm Hailey who, it may be remembered, pointed out that the issue of currency notes against internal bills of exchange and *hundis* was a new departure which was still in an experimental stage and that any alterations found necessary in the rules now issued as a result of experience would be made.

No. 993/104 of the 22nd June 1922.

From the Chamber to the Government of India, Finance Department, Simla.

I am directed to acknowledge receipt of your letter, No. 1490-F, dated the 7th June 1922, and to thank you for the information contained therein which my Committee note with interest.

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* See page 64 of the Chamber's Report for 1920.

APPENDIX F.-3.

THE PAPER CURRENCY (AMENDMENT) ACT, 1920.

PROPOSED AMENDMENT OF SECTION 13.

Dated 3rd March 1922.

From Associated Exchange Banks, Bombay, to Chamber.

My Association view with apprehension the position disclosed in paras 35, 36 and 37 of the Budget statement and more particularly the provision in the Paper Currency Act which forces Government to deflate the currency to extent of interest on Paper Currency Reserve investments. We have recently had an example of how this enforced deflation can detrimentally affect the trade and commerce of the country by artificially tightening the money market.

My Association would, therefore, urge the Chamber to represent to Government the necessity of suspending the operation of this particular provision of the Act. We have reason to believe that Government are prepared to consider such a representation favourably.

No. 354/95 of the 8th March 1922.

From Chamber to the Government of India, (Finance Department), Delhi.

I am directed to refer to the speech of the Finance Member introducing the Budget for 1922-23 and in connection therewith to state that my Committee view with apprehension the position disclosed in paragraphs 35, 36 and 37 of the statement, and, more particularly, the provisions of Section 13 of the Indian Paper Currency (Amendment) Act, XLV of 1920, which force Government to deflate the Currency to the extent of the interest on the Paper Currency Reserve investments.

2. I am accordingly to urge upon Government the necessity of suspending the operation of the particular provisions of the Act above noted or at any rate of so amending it as to allow the Controller of the Currency a free hand and give him power, when desirable, to postpone such deflation until it can be effected with the minimum of inconvenience to trade.

3. The market has recently been afforded an example of how such enforced deflation can affect detrimentally the trade and commerce of the country by artificially tightening the money market, and under present conditions, I am to add Government itself is the greatest sufferer from the effects of dear money. Moreover my Committee are of opinion that deflation of the nature under reference is undesirable in the present state of the country's finances.

No. 376/95 of 11th March 1922.

From Chamber to Associated Exchange Banks, Bombay.

I am directed to acknowledge receipt of your letter, dated the 3rd March, 1922, and in reply to forward, for the information of the members of your Association, the attached copy of a letter which my Committee have addressed to the Government of India in the Finance Department upon the subject of your representation.

Copies of the letter have also been sent to the Hon'ble Sir Arthur Froom, Kt., and Sir Montagu de P. Webb, Kt., C.B.E., M.L.A., for their information.

No. 355/95 of 8th March 1922.

From Chamber to the Hon'ble Sir Arthur Froom, Kt., Delhi.

I am directed to enclose herewith, for your information, the enclosed copy of a letter which my Committee have addressed to-day to the Government of India in the Finance Department on the subject of paragraphs 35-37 of the Financial Statement for 1922-23.

Similar letter to Sir Montagu de P. Webb, Kt., C.I.E C.B.E., M.L.A.

Dated 13th March 1922.

From the Hon'ble Sir Arthur Froom, Kt., Delhi, to Chamber.

I am in receipt of your letter No. 355 of the 8th instant, enclosing copy of a letter addressed by the Committee to the Secretary, Finance,Department, on the subject of paragraphs 35-37 of the Financial Statement for 1922-23.

I have had an interview with the Hon'ble Mr. Cook who informs me that this matter has already been brought to the notice of the Government of India and that they are giving it their careful consideration.

Telegram, dated 13th March 1922.

From Sir Montagu Webb, Delhi, to Chamber.

As I am strongly opposed to budgeting for deficit or attempting too sudden deflation of Currency I propose moving amendment Paper Currency Act so as permit utilisation of interest as revenue this and next official year ; this as temporary measure ; can you kindly wire me your Committee's views.

Telegram, dated 15th March 1923.

From Chamber to Sir Montagu Webb, Delhi.

Your telegram thirteenth instant, Committee support proposed amendment for one year only.

No. 828-F of 16th March 1922.

From the Government of India, Finance Department, Delhi, to Chamber.

I am directed to acknowledge the receipt of your letter No.354-95, dated the 8th March 1922, urging upon Government the necessity of suspending the operation of the provisions of Section 13 of the Indian Paper Currency (Amendment) Act, XLV of 1920, under which all interest derived from the securities in the Currency Reserve has to be applied in reduction of the created securities held in that Reserve.

2. In reply I am to say that a similar suggestion has already been put forward in the budget discussion and that it will no doubt, come up as a substantive issue during the passage of the Finance Bill. The Government of India regret that they are unable to make any statement on the matter in advance of that discussion.

Telegram, dated 16th March 1922.

From Sir Montagu Webb, Delhi, to Chamber.

Many thanks presume if interest be utilised as revenue for one year only your Committee would prefer year now closing to receive this benefit which would probably take form of reduction of floating debt and consequent saving of interest. Personally I consider contemplated deflation of any amount approaching thirty-three crores see section thirty-six Budget Speech first instant would provoke grave financial crisis therefore I advocate interest be utilised as revenue during coming year also as temporary measure.

Telegram, dated 20th March 1923.

From Chamber to Sir Montagu Webb, Delhi.

Your telegram sixteenth instant Committee agree provided limited to two years mentioned.

APPENDIX **F-4.**

GOVERNMENT OF INDIA FINANCES.

JOINT DEPUTATION TO THE VICEROY.

No. 899/140 of 7th June 1922.

From Secretary to all Members of the Bombay Chamber of Commerce.

The underquoted copy of the Address presented to His Excellency the Viceroy on Tuesday, the 30th May 1922, by a deputation from the Associated Chambers of Commerce of India and Ceylon and the principal Indian Chambers of

Commerce, together with the text of His Excellency's reply, is circulated for the information of Members. This Chamber was represented on the occasion by the Chairman of the Chamber, Mr. F. Nelson.

To

HIS EXCELLENCY

THE RIGHT HONOURABLE RUFUS DANIEL ISAACS,

EARL OF READING, P.C., G.C.B., G.C.S.I., G.C.I.E., K.C.V.O.,

VICEROY AND GOVERNOR-GENERAL OF INDIA.

YOUR EXCELLENCY,

We, the undersigned, representative in a large measure of the considered commercial and industrial opinion of India, have the honour to lay before Your Excellency the following submissions :

We are aware that it is the intention of Your Excellency's Government, pursuant to the resolution recently adopted by the Legislative Assembly, to appoint a strong and representative Committee in order to examine all possible measures of economy and reduction in the expenditure of the Central Government such as may reasonably be expected to lighten the heavy burden of India's present taxation. Your Excellency will, we trust, realise that, in thus appearing before you to urge what we already know to be Your Excellency's intention, we are acting on the sincere conviction of the great commercial and industrial communities we represent that nothing but the most drastic and far-reaching retrenchment in all branches of Your Excellency's administration will meet what we conceive to be the very serious financial condition in which this great country is now placed.

Whilst avoiding the controversial issue as to whether present taxation has reached the point of maximum productivity, we feel it incumbent to lay stress, with all emphasis at our command, on the vital necessity of reducing the country's current expenditure, at least to the level of the country's estimated revenue.

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The situation requires, in our opinion, not only an examination into the cost of the various activities of Government with a view to a reduction in that cost to the lowest point compatible with efficiency, but also an enquiry as to whether in certain directions economies cannot be effected by the abolition or curtailment of departments that deal with subjects assigned under the Government of India Act to the Provinces. Our mission here, however, is in no sense concerned with any endeavour to trespass on the duties of the proposed Retrenchment Committee or to suggest more than the general direction in which retrenchment should be initiated. At the same time, while retaining all possible confidence in the Military administration of His Excellency the Commander-in-Chief, and while desiring the maintenance of a force adequate to protect India from external aggression, we feel constrained to express to Your Excellency the hope of the commercial and industrial centres we represent that the great and growing burden of military expenditure will receive primary and adequate consideration.

The business community is vitally interested in the national finances, but as businessmen we are concerned more with results than with the ways and means by which these results can be reached, the latter being a matter which we are prepared to leave with full confidence in the hands of the Committee and of the Legislature. The ever-increasing price paid by Government for their borrowings tends to reduce the amount of India's available capital and to raise the cost of money against the industrialist and businessman. We are convinced that the establishment of financial equilibrium and the abandonment of progressive increases of taxation are problems requiring immediate attention, not only in the interests of the communities we represent, but also for the well-being of the masses of the people.

In conclusion, whilst fully recognising the many difficulties surrounding the efficient administration of Your Excellency's Government, we feel most strongly that the field for economy and retrenchment is wide, and we would urge not only that the work of the proposed Committee should be performed both with expedition and efficiency, but also that Your Excellency's Government should exert in the interval all

possible efforts to effect economies so that a substantial reduction in expenditure may be effected during the current fiscal year.

We have the honour to be,
Your Excellency,
Your Excellency's most obedient humble servants,

(Sd.) C. W. RHODES,
President, Associated Chambers of Commerce, and President, Bengal Chamber of Commerce.

(Sd.) FRANK NELSON,
President, Bombay Chamber of Commerce.

(Sd.) T. GAVIN JONES,
President, Upper India Chamber of Commerce.

(Sd.) P. MUKERJEE,
Dy. Chairman, Punjab Chamber of Commerce.

(Sd.) E. HOLBERTON,
Burma Chamber of Commerce.

Representing the Associated Chambers of Commerce of India and Ceylon.

(Sd.) PURSHOTAMDAS THAKURDAS,
President, Indian Merchants Chamber and Bureau, Bombay.

(Sd.) JADU NATH ROY,
Bengal National Chamber of Commerce.

(Sd.) DEBI PRASAD KHAITAN,
Marwari Association, Calcutta.

SIMLA, 30*th May* 1922.

Text of His Excellency the Viceroy's reply.

"I feel it shows great public spirit on the part of the Associated Chambers to have deputed you to take the long journey to Simla for the purpose of laying before me, in a matter of such vital importance to the country and to the Government, the views of the bodies who justly claim to represent the considered commercial and industrial opinion of India. This is the first time, I understand, that the Indian and European Chambers have acted together in approaching the Viceroy on a question of general importance of this nature. That you have taken this step not to promote in particular any special activity in which your Chambers are interested, but in connection with an issue which you rightly believe to affect in a serious degree the interests of the tax-payers, the people of India generally and the well-being of the country at large, augurs well of the existence in your communities of a sense of responsibility which should animate all enlightened sections of the people in public affairs in India. I have a firm belief in the necessity of also maintaining a close touch between Government and the great commercial and industrial communities, and I would value an expression of your views at any time, but for the special reasons to which I have referred I particularly welcome your deputation to-day and have heard your observations with no common interest.

In the first place, let me assure you that I and my Government are fully alive to our serious financial situation and to the importance of establishing equilibrium between current expenditure and a reasonable estimate of revenue. We realise the effect of continued deficits and borrowing operations upon trade interests. We clearly recognise that one of the first avenues to be explored, and thoroughly explored, is the question of our expenditure. As regards the latter, we are prepared to place it in the crucible and put it fully to the test. With reference to each department and each of its several activities in detail we intend to prove it by the reaction test of whether the department as a whole, and each of its activities severally, are absolutely necessary and indispensable. And if the answer to that test is in the affirmative, we propose to employ further searching processes to ascertain whether its activities permit of reduction in expenditure or not; and even

if the latter be the answer we will not be content to rest there but will examine whether as efficient results could not be attained by a complete change of method of treatment if that points the way to saving. I hope you will be convinced, by what I have said, that we intend no half measures.

We protest nothing, we conceal nothing, we reserve nothing. We do not apply any temporising measures to our bodily disease. We desire to lay our ailments and the history and facts of our constitution frankly and without reserve before the physician, and we are prepared, as far as it is compatible with efficient government and the primary necessities of safety and good administration, to submit to the operation, to cautery, to the letting of blood, or to a rigorous diet.

As regards the Committee which is to report to the Government of India, we have secured as Chairman Lord Inchcape. I cannot too highly praise the high sense of public duty which has actuated one of the busiest of men, after his recent arduous labours, to undertake this work. I know that I express the opinion of those before me when I say that we could hardly have secured one more fitted in every way to direct these investigations in India. His knowledge of India, where he first made his reputation in business, and his unique experience of problems similar to ours, gained during his membership of the Geddes Committee, single him out as one who is peculiarly fitted for the tasks in which he has consented to help us. As regards the members of his Committee, I hope and believe that when the full constitution is announced, as it will be very shortly, it will command the confidence of all who are interested in the financial condition of India and will satisfy them of our earnestness of purpose. We are attempting to secure advisers whose qualifications are beyond dispute who will examine our problems from a wholly novel and unbiassed angle of view, but with the lens of acumen and experience. The Secretary is to be Mr. Howard. Lord Inchcape's selection of Mr. Howard was because he was at one time associated with our finances in India. He is personally known, I think, to some of your deputation, and I believe the Committee will be able to rely implicitly on his experience of the financial aspects of all questions connected with the Government of India. Liaison officers will be attached

to the Committee to place all our archives at their disposal and to explain the precise function or alleged function of the various wheels in our complex administrative machinery.

The field of the labours of the Committee is the whole of the administrative machine of the Central Government and the processes which it controls or drives. This includes Military expenditure. Under the terms of reference already made public you will have perceived that they are identical, except for minor verbal modifications, with those of the Geddes Committee. They enjoin scrutiny of all departments and branches and of every class of expenditure ; but of course, just as with the Geddes Committee, the final determination upon matters of policy will rest with the Government. It would be a waste of time and money to burden those who are to do the expert essay with the labours of the crushing or with the collection of the spoil for examination. Much of the spade work will be accomplished before the Committee assemble. The preparatory work has already been entrusted to an experienced officer of the Finance Department, who is on special duty and is even now engaged in searching enquiries in each department. Some of this preliminary work has indeed already been completed. A Committee which I recently appointed under the presidentship of Mr. Innes, and of which General Hudson and Mr. Sim were members, has finished an investigation into the question of the staffs employed at Army Headquarters. I cannot commend too highly the thoroughness with which this examination was pursued and the expedition with which their report was submitted. Adequate steps have been taken to ensure that the Committee, when it assembles, will be supplied with full information on every point which it may desire to investigate. As regards expedition, Lord Inchcape's engagements prevent him from reaching India before October, but we have before then to make a substantial advance into the field of examination in which they have to labour. We have taken every precaution to ensure that the investigation starts under the best possible auspicies and is in a position to dispose of its work with expedition.

One result which we hope for from this preliminary work is that we may find ourselves able, as a result of the depart-

ments' scrutiny of their own expenditure and of the critical examination carried out by our special officers, to prune off and lop redundant and unnecessary branches in advance of the sittings of the Committee. Instructions to this effect have already been issued to all departments, and it will be one of the chief tasks of the officer on special duty to watch the progress of this kind of retrenchment and to direct the enquiries of the departments into profitable channels. He has also been instructed to devote special attention to cases where the activities of a department deal with Provincial subjects.

I hope that what I have told you will give you confidence in the earnestness of purpose of my Government in spite of what is at times said to the contrary. I have every reason to believe, from the reports that come to me from all parts of India, that the Government, which is representative of India in a greater degree than previous Central Governments, is inspiring trust and confidence.

Whilst desiring to join with you to-day in avoiding controversial issues, I must remind you that my Government has been faced with difficulties of exceptional nature. The aftermath of the war, trade depression, reduced exchange, high prices, economic distress, troubles in Malabar and on the frontier and political agitation combined to create a most complex situation. In addition the great changes and problems connected with the working of the reformed constitution had to be compassed in the midst of considerable political unrest. In our judgment this situation in its various stages of progression required careful and patient handling.

May I remind you that patience is a political virtue which often demands greater courage than more picturesque forms of action, but it should never be practised indefinitely? It may overstep the limits of a virtue and become a fault, and we have not hesitated to take resolute action when we thought the conditions required it. Many now claim that the policy of my Government has been justified by events and that India will enjoy a period of greater peace and tranquillity, for a time at any rate, and I trust for a long time we will have

comparative peace, which means an atmosphere in which our political life and economic progress can grow and develop on right lines. In this development I am in full accord with you that the restoration of financial equilibrium in India, based upon retrenchment, where possible, of expenditure, is of most urgent importance; and you may rely upon my utmost efforts to secure this result. Let me assure you that I am as fully persuaded as each one of you of the vital necessity of cutting down expenditure wherever we can do it with due regard to the efficiency of Government. Retrenchment is poor economy if it results in inefficiency, because that inevitably leads to waste and extravagance. You struck the right note throughout when you impressed upon me the necessity for retrenchment whilst bearing in mind the need for efficiency of administration.

You have mentioned a variety of subjects and I am tempted to discuss them with you; but I must refrain. I think if I were to do so I should be embarking upon a very long speech and upon subjects in which, speaking generally, there is not such great difference of opinion between us. That, above all things, we must do our utmost to avoid deficits in the future I assure you does not require elaboration by you, although I am glad to have the support of your observations. It came to me as a shock when I discovered that for four years there had been a deficit of 90 crores in the four annual budgets. This year we again have a deficit; but of that I shall say nothing more to-day. It has been much discussed and we have to face the situation. As it now is there are vast problems to be considered; but it is above all necessary that we should devote our attention to them in the interest of India that we may bring about the equilibrium we all desire. May I, however, say that I do not think we should be too despondent about the situation? I was more familiar with the financial conditions of England before I came here; and although I preface my observations by paying due regard to the far greater wealth of that country, yet at the same time I cannot but think that, in comparison with the loans England had had to contract for the purpose of the great war, India, fortunately for her, is in a better position. India has this great advantage over Great Britain and other countries, in that the greater part of it consists of loans which bring

revenue. They are productive, not unproductive. That is a factor not to be forgotten when anxiety is felt regarding the loans for which India is responsible. I do not make the observation with the idea of belittling in the slightest degree the serious financial condition of India, but for the purpose of giving some comfort. Whilst realising the immense importance of restoring equilibrium and of reducing expenditure wherever possible, nevertheless, it is desirable not to fall into the error, as persons might easily do who have not such a full appreciation of the situation as you have, of exaggerating the seriousness of the conditions of India at the present moment.

I am glad to have had the opportunity of receiving you and of listening to you, and I am encouraged by your presence as representative of both the great British and Indian commercial communities of India, joining together here for the benefit of India, to make representations to me as Viceroy, designed for the advantage of India. In this joining together of the commercial communities for this purpose, which I understand is for the first time, I would express the hope that I see the first step towards that greater co-operation between British and Indians in all fields of activity in India for the benefit of India and of the Indian people."

APPENDIX F-5.

GOLD STANDARD RESERVE.

No. 984/180 of 21st June 1922.

From Chamber to the Government of India (Finance Department), Simla.

I am directed to refer to the interview accorded to the Committee of this Chamber by the Hon'ble Sir Malcolm Hailey, K.C.S.I., C.I.E., I.C.S., Finance Member, on the 4th April last, during the course of which an informal discussion took

place as to the advisability, or otherwise, in certain circumstances of the funds, lying in London to the credit of the Gold Standard Reserve, being utilised by the Secretary of State to liquidate his Sterling liabilities, and to state that my Committee in submitting the following views are availing themselves of the invitation extended by the Hon'ble the Finanee Member, on the occasion under reference to express their considered opinion on this important subject.

2. I am, at the outset, to state quite clearly and definitely that, in the opinion of my Committee, the world's Exchanges are still in such a state of flux that any disposition on the part of Government to dissipate the Gold Standard Reserve by attempting at this stage of Europe's financial re-organisation to support exchange through the medium of the sale of Reverse Councils would be combated with all possible emphasis.

3. It is, however, conceivable that during the course of this, or even next, year it may be impossible or inexpedient for the Secretary of State to place himself sufficiently in funds by borrowing in the London Market, to meet his Home charges.

4. This would, normally, leave him with only two alternatives ;

(*a*) to sell Council bills ;

(*b*) to draw on India through the Sterling Reserves.

It is, however, the unanimous opinion of my Committee that the first alternative is, *at present*, undesirable as tending to cause a heavy decline in Exchange—the inevitable result of forcing sales of Council Bills on a market which can only absorb such sales when the balance of trade is largely in favour of this country.

5. The second alternative—that of drawing on India through the Sterling Reserves—will involve deflation in India, except in so far as the funds set free in England can be replaced in India from Revenue or from borrowings. My Committee hope that a successful loan and the due exercise of economy may enable such replacements to be made to a

moderate extent; they also consider that a certain amount of deflation is possible without injurious results, but that great care is necessary in deciding upon the amount of deflation that is advisable. They recommend that Government should act in this matter in close consultation with the Banks.

6. My Committee realise that the amounts likely to become available by drawing upon India through the Sterling Reserves, may prove insufficient to meet the Home charges, but they consider that this method of providing the Secretary of State with funds, should be employed before resorting to more unusual methods.

7. Assuming, however, that the Secretary of State is faced this or next year with the task of finding a large amount of Sterling to meet his liabilities at a time when there is no trade demand for Council Bills; when he has drawn on India through the Sterling Reserves as far as he can do so without causing too stringent conditions in the Indian Money Market; and when it is not feasible to borrow in the London Market, my Committee are of opinion that he should place himself in funds by means of a loan from the Gold Standard Reserve; such loan to be taken at the market rate of interest, and to be repaid as soon as possible from the proceeds of further Sterling loans or by means of the sale of Council Bills when a trade demand for them arises.

8. I am to emphasize that such an operation should, in their opinion, of my Committee, be regarded purely and simply as the equivalent of a market loan, and would not involve any corresponding deflation in India as is usual when the Secretary of State draws on the Government of India through the Sterling Reserves.

9. My Committee desire it also to be clearly appreciated that their suggestion as such is put forward only on the clear understanding that a distinct and definite pledge should be given that any such temporary borrowings from the Gold Standard Reserve should be replaced at the first possible moment and, further, that such borrowings should

only be resorted to if all other reasonable and legitimate means by which the necessary funds could be raised shall have been exhausted.

10. I am, in conclusion, to state that my Committee are unanimous in their jealous regard of the sanctity of the Reserves, and in particular the Gold Standard Reserve, and considered that the loan suggested above should be regarded merely as a temporary expedient and should not be treated as a precedent for more normal times. They consider that the strengthening of the Secretary of State's Sterling resources is a matter of the greatest importance, if, as they hope, stability of Exchange is to become possible in the future. Nothing but the most cogent reasons should justify any step that may weaken those resources.

APPENDIX F-6.

INDIAN STAMP ACT.

PROPOSED ENHANCEMENT OF STAMP DUTY.

(a) *On instruments reserved for Imperial legislation*

No. 4584-E. of the 27th April 1922.

From the Government of Bombay, Revenue Department, to the Chamber.

Subject:—Revision of the rates of stamp duty on documents covered by the Indian Stamp Act II of 1899.

I am directed by the Governor in Council to forward a copy of Government Resolution No. 4584, dated 22nd April 1922, on the subject noted above, and to request that this Government may be favoured with the views of the Chamber on the proposals contained in paragraphs 3 to 5 of the letter from the Government of India, No. 902, dated 17th February 1922.

GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Resolution No. 4584.

Secretariat, Fort, Bombay.

Dated the 22nd April 1922.

Endorsement from the Government of India, Department of Commerce, No. 903, dated 17th February 1922.—Requesting the views of this Government on the proposals contained in paragraphs 3—5 of the following letter No. 902, dated 17th February 1922 :—

"I am directed to refer to Mr. Nixon's circular letter No. 240-F., dated the 24th January 1921, in which it was stated that the Government of India were considering which of the documents described in Schedule I to the Stamp Act II of 1899 should be chargeable with duty uniform throughout India and which with duty variable at the discretion of Local Governments.

"2. The whole question of the enhancement of the rates of stamp duty scheduled in the Indian Stamp Act II of 1899 has been considered by a Committee appointed by the Bengal Government. I am to enclose a copy of the Bengal Government letter, No. 3126-S.R., dated the 13th December 1921, on the subject, with its enclosures. The Government of India have carefully considered the proposals of the Bengal Government and the draft Bill prepared with a view to give those proposals effect. They have come to the conclusion that the lines on which the Bengal Government propose to proceed are in order save that the following further instruments (in addition to those omitted by the framers of the Bill) must be reserved for all India legislation :—

ACKNOWLEDGMENTS.—No. 1 in Schedule I to the Indian Stamp Act and No. 1 in Schedule I-A to the Bengal Bill.

CHEQUES.—No. 21 in Schedule I to the Indian Stamp Act and No. 19 in Schedule I-A to the Bengal Bill.

PROMISSORY NOTES.—No. 49 in Schedule I to the Indian Stamp Act and No. 43 in Schedule I-A to the Bengal Bill.

RECEIPTS.—No. 53 in Schedule I to the Indian Stamp Act and No. 46 in Schedule I-A to the Bengal Bill.

Subject to the omission of these four instruments, the Governor General has given his sanction to the introduction of the Bengal Bill

and to a similar Bill from the Governments of Bombay, Madras, and Assam. I am to request that if the—

Government of the United Provinces
Government of the Punjab
Government of Burma
Government of Bihar and Orissa
Government of the Central Provinces

desire to legislate on similar lines with a view to increase the rates of duty on non-judicial stamps, within their jurisdiction, a Bill should be drafted and submitted to the Government of India in the Legislative Department for the sanction of the Governor General.

"3. I am now directed to raise the further question of the enhancement of existing rates of stamp duty on instruments reserved for Imperial legislation and excluded from the scope of the Bengal Bill. These instruments are:—

No. in Schedule I to the Indian Stamp Act.	Description.
1	.. Acknowledgment.
13	.. Bill of Exchange.
19	.. Share Certificate.
21	.. Cheque.
28	.. Delivery Order in respect of goods.
35	.. Letter of Allotment of shares.
37	.. Letter of Credit.
47	.. Policy of Insurance.
49	.. Promissory Note.
52	.. Proxy.
53	.. Receipt.
60	.. Shipping Order.

It will be observed that the above list does not exactly correspond to the list of instruments for which unified stamps are permitted. It covers, however, the most important of such instruments and includes also Promissory Notes for which all India uniformity seems desirable.

"4. I am to explain in this connection that the Government of India, as at present advised, are reluctant to carry out any enhancement of the rates of duty on Bills of Exchange, Cheques, Policies of Insurance and Receipts. In the case of receipts, evasion is not difficult and one result of enhancing the duty on Receipts would be to increase the temptation to evade the duty. With regard to Cheques and Policies of Insurance, the Government of India are unwilling to take any step likely to discourage Banking and Insurance which have not yet by any means attained general popularity in India. The question of enhancing the rates of duty on Bills of Exchange is more doubtful, but similar arguments appear to hold good in their case also.

"5. The Government of India will be glad to receive the views of the—

Government of the United Provinces
Government of the Punjab
Government of Burma
Government of Bihar and Orissa
Government of the Central Provinces

on the question whether any, and if so which, of these instruments can bear an enhancement of the existing rates of duty and to what extent. It should be clearly recognised that it is important to consult local commercial interests both European and Indian, before recommendations are formulated. Should the replies of Local Governments evince a reasonable degree of uniformity the Government of India will then consider the preparation of an all India Bill giving effect to such enhancements as appear desirable; and will consider simultaneously the question of alterations to the assignments at present made to Local Governments to compensate them for the loss of duty in respect of instruments for which unified stamps may be used. I am to point out, however, that the Government of India, as at present advised, anticipate very considerable practical difficulties in the way of assessing such compensation, seeing that it is unlikely that sufficient data will be forthcoming to enable them to calculate with reasonable accuracy the increase of revenue that may be ascribed to enhancements of duty on such instruments, independently of natural expansion."

Memorandum from the Finance Department, No. O-1032-A, dated 9th March 1922.

RESOLUTION.—Copies of the letter from the Government of India should be forwarded to the Commissioner in Sind, the Commissioners of Divisions and the Superintendents of Stamps, Bombay and Karachi, for favour of their opinion on the proposals contained in paragraphs 3—5.

2. The Chambers of Commerce, Bombay and Karachi, the Indian Merchants' Chamber and Bureau, Bombay, the Bombay Millowners' Association, the Millowners' Association, Ahmedabad, the Bombay Presidency Trades Association and the Native Piece-goods Merchants' Association, Bombay, should also be requested to favour Government with their views on the proposals.

By order of the Governor in Council,

SHAMRAO D. MANKAR,
Under Secretary to Government.

No. 776-139 of the 19th May 1922.

From the Chamber to Government, Revenue Department, Bombay.

I am directed to acknowledge receipt of your letter No. 4584, dated the 27th April 1922, forwarding a copy of a letter No.902, dated the 17th February 1922, from the Commerce Department, Government of India, on the subject of the proposed enhancement of the existing rates of stamp duty on instruments reserved for Imperial legislation.

2. In reply I am to state that my Committee are of opinion that it is undesirable upon general grounds to effect any increase in the existing rates of duty on any of the instruments in question, with the exception of Promissory Notes.

3. With regard to the question of an increase in the duty on the other documents referred to in paragraph 4 of the Government of India's letter, namely, Cheques, Policies of Insurance and Receipts, I am to say that my Committee are in agreement with the Government of India's view that any enhancement in that direction might tend to discourage Banking and Insurance and also with the suggestion that an evasion of the duty in the case of Receipts is not a matter of any considerable difficulty.

4. My Committee have considered very carefully the question as regards any possible enhancement of the duty in the case of Bills of Exchange and whilst they are in no doubt that such an enhancement would result in an increase in revenue, they are of opinion that it would be undesirable for two reasons; (*a*) that the duty is already unduly high, being virtually double that ruling in the United Kingdom; and (*b*) that the inevitable effect of any increase in the duty on usance Bills of Exchange would be to stimulate and encourage the use of Telegraphic Transfers or Demand Drawings in the financing of trade which would effectually defeat the ultimate object of increased revenue.

5. With regard, however, to Promissory Notes, my Committee feel that an instance is here provided in which an enhancement of the duty would be unobjectionable and would

undoubtedly lead to a substantial increase in revenue. In the United Kingdom a Demand Promissory Note is liable to an *ad valorem* rate of duty similar to that imposed on usance Bills of Exchange, and having regard to the very wide extent to which Demand Promissory Notes are used in this country in general Banking business, my Committee urge the desirability of subjecting Demand Promissory Notes to the same duty as is carried by usance Bills and/or Promissory Notes and are of opinion that this suggestion merits the most earnest consideration of Government.

No. 791-139 of the 20th May 1922.

From the Chamber to the Government of India, Department of Commerce, Simla.

I have the honour to forward herewith, for the information of the Government of India, a copy of a letter that my Committee have addressed to the Government of Bombay in regard to the proposed enhancement of the existing rates of stamp duty on instruments reserved for Imperial legislation.

APPENDIX F-7.

INDIAN STAMP ACT.

PROPOSED ENHANCEMENT OF STAMP DUTY.

(*b*) *On instruments subject to Provincial legislation.*

No. 536-A.C. of 22nd June 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

Indian Stamp Act, 1899.

I am directed to send herewith a copy of the marginally-noted letter from the Punjab Chamber of Commerce, and to invite the favour of an early expression of opinion on the proposal made by the Punjab Chamber in connection with amendments of this Act.

Letter No. 202, dated 14th June, from the Punjab Chamber of Commerce to the Associated Chambers of Commerce of India and Ceylon.

No. 202, dated Delhi, 14th June 1922.

From the Punjab Chamber of Commerce to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

The Punjab Stamp (Amendment) Act, 1922.

I am directed to inform you that this Chamber has received from the Home Secretary, Government of the Punjab, the draft of a Bill proposed to provide for the amendment of the Indian Stamp Act, 1899, in its application to the Punjab.

The proposed Bill is described as following generally the provisions of the corresponding Bill in Bengal, and raises the scale of stamp duty generally in the same proportion.

My Committee desires me to enquire whether the Committee of the Associated Chambers of Commerce would advocate the passing of one Bill for the whole of India, if this further taxation of trade must be submitted to in order to provide additional revenue, instead of each Province having a Bill and a Schedule of its own, and thus enabling the Province which has the lowest stamp duty on Transfers of Shares, etc., to secure the establishment of the largest Share Market or Exchange in India within its borders.

The separate Bills for Provinces will cause vexation and delay in business, and my Committee will be glad to have your reply in time for your opinion to be incorporated in the reply of this Chamber which must reach the Punjab Government before the 15th July 1922.

No. 1122/139 of 7th July 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 536-A.C., dated the 22nd June 1922, and its accompaniments, with regard to a proposal made by the Punjab Chamber to the effect that future legislation in connection with the amendment of the Indian Stamp Act, 1899, in its application to the different provinces should be of an all-India, and not provincial nature.

2. In reply I am to state that my Committee, whilst agreeing that uniformity in the case of fees payable under the Indian Stamp Act is desirable, are unable to see how this can now be attained in view of the fact that the revenue derived from certain items in Schedule 1 of the Act is allocated to local Governments.

3. Moreover it appears from paragraph 6 of the letter from the Government of India to the Secretary of State, No. 296, dated the 24th June 1920, forwarding the views of the local Governments and Administrations on the proposals contained in the Report of the Financial Relations Committee, and also from paragraph 3 of the letter from the Department of Commerce, No. 902, dated the 17th February 1922, to the Punjab and other local Governments which had not then introduced provincial legislation that the Government of India, after the most careful consideration of the question, have decided that the advantages accruing from the conversion of General Stamps into a provincial head of revenue outweigh the particular consideration under reference. That they are fully cognizant, however, of the desirability of securing such uniformity as they deem necessary is clear from the following extract from the letter first cited :—

> ". . . . The apprehensions expressed by the Madras Government regarding the inconveniences likely to result from different rates of stamp duties in different provinces do not appear to be shared by any other province, and we understand that a proposal to transfer this source of revenue to the Provincial Governments was made to the Committee by the Bengal Chamber of Commerce. We agree, however, with the Committee that there are certain commercial transactions for which it is essential that the Stamp duty should be uniform throughout India, and that it is necessary to take power to secure such uniformity wherever desirable by central legislation. . . . We propose, therefore, to retain the present system, and this will mean that the provinces will not be empowered to make any changes in the stamp duties which are at present collected by means of unified stamps."

APPENDIX F-8.

STAMP DUTY ON BILLS DRAWN IN FOREIGN CURRENCIES.

Dated 25th September 1922.

From Chairman, Associated Exchange Banks, Bombay, to Chamber.

I am directed by the members of my association to approach you in order that the Bombay Chamber of Commerce may address the Government of India with a view to the removal of the anomaly which at present exists in connection with the stamp duty in India for bills drawn in German currency.

By Section No. 20 of the Indian Stamp Act, 1879, it was enacted that

> "Where an instrument is chargeable with an *ad* "*valorem* duty in respect of any money expressed in "any other foreign or colonial currency such duty shall "be calculated on the value of such money in the currency "of British India according to the current rate of "exchange on the day of the date of the instrument."

but this was amplified by Section No. 20, Sub-section No. 2, of the Act of 1899 which reads :—

> "The Governor-General in Council may from time to "time by notification in the *Gazette of India* prescribe "a rate of exchange for the conversion of British or any "foreign currency into the currency of British India for "the purpose of calculating stamp duty and such rate "shall be deemed to be the current rate for the purpose of "Sub-section No. 1."

The prescribed rate for marks,—as given in the Government of India Notification No. 1281 S. R. of March 17th, 1899,—is marks twenty are equal to rupees fifteen which, at the current rate of exchange, is equivalent to an *ad valorem* duty of approximately twenty-five per cent.

No. 1751-286 of the 28th September 1922.

From Chamber to Chairman, Associated Exchange Banks, Bombay.

I am directed to acknowledge receipt of your letter, dated the 25th September 1922, in which it is suggested that my Committee should approach the Government of India in an endeavour to remove the anomaly which at present exists in regard to the incidence of Indian Stamp Duty on bills drawn in German currency.

2. In reply I am to state that, while my Committee are of opinion that the anomaly to which you refer should be remedied, they feel that it is desirable that some concrete proposal regarding the proposed new basis of assessment should at the same time be placed before Government in view of the constant violent fluctuations in the exchange value of the mark.

3. Accordingly I am to request you to be good enough to suggest such a basis, which might also perhaps be made applicable to currencies of other countries than Germany, and to say that upon receipt of your proposals in that regard my Committee will be glad to proceed further with the matter.

Dated 23rd October 1922.

From Chairman, Associated Exchange Banks, Bombay, to Chamber.

With reference to your favour, No. 1751-139 of September 28th, I am now directed by my association to suggest that the basis of assessment for stamp duty on bills drawn in currencies which are at present seriously depreciated should be the value, in rupees, of such bills at the rate of exchange ruling at the time of payment.

No. 2004-286 of the 4th November 1922.

From Chamber to Chairman, Associated Exchange Banks, Bombay.

I am directed to acknowledge receipt of your letter, dated the 23rd October 1922, and in reply to state that the Chairman

of the Chamber has made a demi-official reference to the Hon'ble the Member for Commerce and Industry on the subject. Upon receipt of the Hon'ble Mr. Innes' reply the matter shall receive the further consideration of my Committee and you shall be advised in due course of any action they may ultimately decide to take in the matter.

No. 6576 of the 12th December 1922.

From the Government of India (Department of Commerce), Delhi, Chamber.

With reference to the interview which the Hon'ble Mr. Innes recently had with your Committee, I am directed to enquire whether you could kindly furnish me in the first week of every month with figures giving the highest and lowest rates of exchange in the previous month for Marks to 15 Rupees in order that, by the middle of the month, a notification may issue amending the one at present in force under Sub-section (2) of Section 20 of the Stamp Act. I gather that you agree that the figure selected for notification need not necessarily be the strict mathematical average but one bearing an easy relation to 15.

2. The correspondence that has taken place on this subject has had reference chiefly to Marks, and I am to enquire whether the opportunity should not be taken to bring the notification in regard to Francs more closely into relation with actual facts. If you are agreeable to this, it is proposed to notify 60 Francs as equivalent to 15 Rupees for France and Belgium. I shall be glad if you will let me know whether it is unnecessary to mention Francs.

No. 2373-286 of the 21st December 1922.

From Chamber to the Government of India, (Department of Commerce), Delhi.

I am directed to refer to your letter, No. 6576 of December 12th and in reply to state that my Committee consider the present is an excellent opportunity to bring the notification, under Sub-section 2 of Section 20 of the Stamp Act, in regard to Francs more closely into relation with the actual rate obtaining.

2. I am further to say that my Committee will take steps to inform you as soon as may be after the commencement of each month of the highest and lowest rates which ruled in the previous month for Marks—£1 in London and for Francs —£1 in London.

No. 2371-286 of the 21st December 1922.

From Chamber to Chairman, Associated Exchange Banks, Bombay.

With reference to the correspondence resting with my letter No. 2004-286, dated the 4th November 1922, I am desired by my Committee to request you to be kind enough to furnish me on the 1st or 2nd of each month with figures giving the highest and lowest rates of exchange in the previous month for Marks=£1 in London, and for Francs=£1 in London.

2. The return is required for the information of the Secretary to the Government of India in the Department of Commerce who will thereafter issue, or not, according as the fluctuation in the rate may demand, a notification under Sub-section (2) of Section 20 of the Stamp Act laying down a rate to be in force until further notice.

3. It will be observed from the foregoing that the Government of India propose also to adjust the Franc rate in addition to removing the anomaly in connection with the Mark rate which formed the subject of your original reference.

APPENDIX F-9.

RATE OF EXCHANGE FOR PAST DUE BILLS DRAWN IN FOREIGN CURRENCIES.

No. 323-A.C. of the 4th April 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

Rate of Exchange for past due bills drawn in foreign currencies.

I am directed to submit to you, for an expression of opinion from your Chamber, the attached copy of a letter (and

its enclosure) No. 1141-1922, dated 3rd April 1922, from the Bengal Chamber of Commerce on this subject.

No. 1141 of 3rd April 1922.

From Bengal Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

Rate of Exchange for past due bills drawn in foreign currencies.

I am directed to invite the attention of your Association to the following letter, dated 22nd March 1922, from the Bombay Exchange Banks Association to the Exchange Banks Association, Calcutta :—

"This question has been before our Local Association for some time past and in view of the recent decision given in the Courts here in the case of Muller Maclean & Co., Limited, *v.* Kadarbhoy Mulla Esmailji (a report of which appears in the enclosed cutting from the *Times of India*) in which judgment was given at the rate of exchange ruling on the date of the maturity of the bill, not as of date of judgment or payment, our Association is of opinion that it would be well for the Exchange Banks to move Government through the Chambers of Commerce to get the law amended and have it clearly laid down that bills drawn in foreign currencies shall be payable at the rate of exchange ruling on the date of actual payment.

They are of opinion that this could be most easily effected by the passing of a special Ordinance as the lines of that recently passed in the Colony of Hongkong entitled "Hongkong Bill of Exchange Ordinance, 1921" copy of which is enclosed.

The Muller Maclean judgment is evidently based on the law of contracts there being nothing in our Bills of Exchange Act to cover the point at issue.

We shall be glad to know whether your Association are prepared to take action in this matter in which case will you please address your Chamber on the subject and advise us what has been done when we will request our local Chamber to give its support to your recommendations."

2. I am to suggest for the consideration of the Association that the view of its members on the point raised in this letter be ascertained; and that thereafter, if the Chamber agree the Government of India should be asked to legislate on the lines of the Hongkong Bill of Exchange Ordinance, 1921. This Ordinance reads as follows :—

"Where a bill is drawn out of but payable in this Colony, and the sum payable is not expressed in the currency of this Colony the amount of the bill, if paid in this Colony and in the currency of this Colony, shall, in the absence of any express stipulation be calculated

according to the rate of exchange for sight drafts in this Colony *on the day on which the bill is actually paid.*"

3. A brief report of the case in the Bombay High Court Muller Maclean & Co., Ltd. *v.* Kaderbhoy Mulla Esmailji is enclosed for the information of the Chambers.

HIGH COURT.

ORIGINAL SIDE.

(*Before the Hon. Mr. Justice Marten*)

Muller Maclean & Co., Ltd. (plaintiffs) *v.* Messrs. Kaderbhoy Mulla Esmailji (defendants).

Foreign Currency Exchange.

The plaintiffs brought this suit as drawers against the defendants as acceptors, of two foreign bills of exchange, dated 2nd July and 8th September 1920, respectively. Both the bills were drawn in New York, one being a dollar draft and the other a sterling draft. They were payable at 30 days sight, ' draft to be paid at current rate for Bank Demand draft at date of payment, with interest added at 8 per cent. per annum from date to approximate date of returns reaching New York". The first bill was accepted on 4th August, and its due date was 7th September 1920, 6th September, being a holiday. The second bill was accepted on 12th October, and its due date was 15th November 14th being a Sunday. Both bills were unpaid at maturity.

The only substantial point in the case was as to the amount in rupees for which the plaintiffs were entitled to judgment on the drafts.

Mr. Campbell with Mr. O'Gorman appeared for the plaintiffs.

Mr. J. D. Dayer with Mr. B. J. Desai appeared for the defendants.

His Lordship in the course of his judgment remarked that the case raised an important point as to whether in a suit upon a dishonoured foreign draft drawn in a foreign currency, the rate of exchange to be adopted should be the rate at the due date of payment or the rate at the date of judgment. The amounts payable on the two drafts had to be converted into rupees, because the Courts could not give judgment for sums in a foreign currency. The plaintiffs had contended that the words "date of payment" meant the date of actual payment, and that as the monies had never been paid, the Court ought to do the next best thing and treat the date of judgment as the date of payment under the bill. In the ordinary course of business, His Lordship proceeded, bills of exchange were drawn on the assumption that they would be paid at the due date, and not dishonoured.

The due date of payment was, indeed, one of the most important parts of the bill. If the bills were not paid at the due date the compensation to which the drawer would be entitled under Section 32 of the Negotiable Instruments Act, would be, under Section 117 "the amount due upon the instrument together with the expenses properly incurred in presenting, noting and protesting it." *Prima facie*, therefore the words "date of payment", must be construed as referring to the date which all parties contemplate, as the date of payment, *viz.* the maturity of the Bill. To hold otherwise would be to introduce an element of uncertainty into the bill. The Negotiable Instruments Act did not expressly meet the point, and so one had to turn to English authorities. These quite clearly showed that the rate of exchange was calculated at the date of dishonour, and that that was the settled practice in the principal European money markets as long ago as 1860. His Lordship then proceeded to refer to and cite the judgment of Mr. Justice Byles in Suse *v.* Pompe, S.C.B. (N.S.) 539 and other English authorities. The result of these authorities was clear. Exchange be calculated at the date of breach or default, and not at the date of the writ or date of judgment. His Lordship accordingly held that the rate of exchange ought to be calculated at the date of dishonour.

No. 625-136 of 21st April 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 323 A.C., dated the 4th April 1922, and its accompaniment, and in reply to state that as my Committee understand that the Bombay Exchange Banks Association has decided to obtain the opinion of the London Exchange Banks upon the subject under reference before taking any further action in the matter, and has advised the Calcutta Association accordingly, my Committee consider that the matter might with advantage be held in abeyance pending receipt of the views of the London Exchange Banks.

Dated 11th July 1922.

From Chairman, Associated Exchange Banks, Bombay, to Chamber.

Rate of Exchange for Past Due Bills drawn in foreign currencies.

With reference to the correspondence which passed between the Bengal Chamber of Commerce and the Bombay Chamber

of Commerce on the above subject in April I now have to advise that my association is prepared to support any action taken with a view to moving the Government of India to pass fresh legislation on the lines of the Hongkong Bills of Exchange Ordinance, 1921, and we shall be glad if you will again communicate with the Bengal Chamber on the subject.

No. 1198-136 of the 19th July 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to refer to my letter No. 625-136, dated the 21st April 1922, upon the subject of the rate of exchange for past due bills drawn in foreign currencies and to say that my Committee are advised that the Bombay Associated Exchange Banks Association is now in favour of the suggestion that the Government of India should be moved to amend the existing law in such a manner as to prescribe that bills drawn in foreign currencies shall be payable at the rate of exchange ruling on the date of actual payment.

2. The Association is further of opinion that such amendment can most suitably be effected by the introduction of fresh legislation upon the lines of the Hongkong Bill of Exchange Ordinance, 1921.

3. Accordingly I am to say that my Committee are strongly in favour of the proposal that the Associated Chambers should move the Government of India to introduce the necessary legislation to give effect to the above suggestion at an early date.

No. 1199-136 of the 19th July 1922.

From Chamber to Chairman, Associated Exchange Banks, Bombay.

With reference to your letter of the 11th instant, I beg to forward for your information a copy of a letter that has been addressed to the Associated Chambers of Commerce of India

and Ceylon by my Committee upon the subject of the rate of exchange for past due bills drawn in foreign currencies.

No. 780-A.C. of the 7th September 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

Rate of Exchange for past due bills drawn in foreign currencies.

Adverting to correspondence originating with my No. 323 A. C., dated 4th April, I am directed to send, for your information, a copy of the marginally-noted letter which, by direction of the President, has been addressed to Government in this connection. A copy of the abbreviated report of the judgment referred to in the letter is already with you and is not therefore attached.

No. 722 A. C., dated 6th September, from this Association to the Government of India, Commerce Department.

No. 722 A.C. of the 6th September 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Government of India, (Commerce Department), Simla.

I have the honour to inform you that the members of this Association have had under consideration the position in view of the recent judgment in the Bombay High Court in the case of *Muller Maclean & Co., Ltd. v. Kadarbhoy Mulla Esmailji*; an abbreviated report of the judgment is attached hereto for references. According to the Court's decision, past due bills drawn in foreign currencies are payable at the rate of exchange ruling on the date of the maturity of the bill, and not at the rate ruling on the date of judgment or payment.

2. The decision of the learned judge is one which very materially affects exchange banks and also merchants in India. His Lordship explains that the Negotiable Instruments Act does not meet the point, and the judgment is based on the English authorities. It is not, however, in accordance with what has long been the practice here, and what has always been accepted and recognised as an equitable practice. Briefly put, and leaving out any question of interest, the position is as follows: The drawer of a sterling bill is

entitled, on the date of maturity, to such a number or rupees as will give him the amount in the bill. That is to say if the bill is for £ 100, and the rate of exchange at the date of maturity is 2*sh.*, the acceptor has to pay the sum of Rs. 1,000. If the acceptor fails to meet the bill on maturity, and the drawer has to sue him for the amount, it may be that by the time he gets judgment in his favour the rate of exchange has fallen to 1-4*d.* It follows, that if he is to receive the sterling amount which he would have received had the acceptor not defaulted on the maturity of the bill, the acceptor must pay the sum of Rs. 1,500. According to the judgment, however, the acceptor will pay only Rs. 1,000 and, through no fault of his own, the drawer receives only £66-13-4. This is obviously most unfair. It may of course be argued that if the exchange had gone the other way the drawer of the bill would on the basis of the judgment benefit, but this is beside the point, because he has contracted for a definite amount in sterling and is not concerned with the fluctuation of exchange; and if he received that amount there would be no question of raising a suit.

3. The legal position being as stated by the learned judge, the Association are very strongly of opinion that steps should be taken to meet the case by adopting remedial legislation. They would ask that this legislation should be undertaken at a very early date, and they would suggest that it might follow the lines of the Hongkong Bill of Exchange Ordinance, 1921, which reads as follows:—

> "Where a bill is drawn out of, but payable in this, Colony and the sum payable is not expressed in the currency of this Colony the amount of the bill, if paid in this Colony and in the currency of this Colony shall, in the absence of any express stipulation be calculated according to the rate of exchange for sight drafts in this Colony *on the day on which the bill is paid.*"

The Association trust that this proposal will commend itself to the Government of India, and that the necessary legislation will be initiated forthwith.

No. 1721-156 of the 25th September 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 780-A.C., dated the 7th September 1922, and its accompaniment, letter No. 722-A.C., dated the 6th September 1922, from the Associated Chambers of Commerce to the Government of India, Commerce Department, on the subject of the rate of exchange for past due bills drawn in foreign currencias.

In reply I am to inform you that my Committee have noted the contents of the abovementioned accompaniment to your letter under reply, and that the correspondence has been recorded.

APPENDIX F-10.

NEGOTIABLE INSTRUMENTS ACT, 1881.

PROPOSED AMENDMENT OF SECTION 131.

No. 954-A. of the 23rd December 1921.

From the Government of India, Finance Department, Delhi, to Chamber.

I am directed to enclose a copy of a letter from the Secretary Indian Merchants' Chamber and Bureau, Bombay, No. T. 1420, dated the 1st October 1921, suggesting an amendment to Section 131 of the Negotiable Instruments Act, 1881, on the lines of the English Bills of Exchange (Crossed Cheques) Act, 1906. The Government of India will be glad to have your Committee's opinion on the necessity of the proposed amendment, at as early a date as possible.

Copy of a letter from the Secretary, Indian Merchants' Chamber and Bureau, to the Secretary to the Government of India, Department of Commerce, No. T-1420, dated the 1st October 1921.

I am directed by my Committee to address you on the subject of the amendment of Section 131 of the Negotiable Instruments Act, XXVI of 1881. The Section lays down that "a Banker who has in good faith and without negligence received payment for a customer of a cheque crossed generally or specially to himself shall not in case the title to the cheque proves defective incur any liability to the true owner of the cheque by reason only of having received such payment." It is contended that this protection does not extend to cases in which the banker credits a customer's account with the amount of the cheque or otherwise gives consideration for the same before realisation, as then he cannot be regarded to "have received payment for a customer". This view was supported by the English Courts in "Capital and Counties

Bank *v.* Gordon" (1903) in which it was held that Section 82 of the English Bills of Exchange Act of 1882 which corresponded to Section 131 of the Negotiable Instruments Act of 1881 did not extend to such cases. This led to the passing of the Bills of Exchange (Crossed Cheques) Act of 1906 which expressly extended this protection to collecting bankers in cases where they credited their customers account with the amount of the cheques before receiving payment thereof. In India, however, no Act corresponding to the English Act of 1906 referred to above has yet been passed and therefore it is clear that the position of the collecting bankers here is not as safe as that of his brother bankers in England. My Committee submit that the sooner the law on this point is amended and brought on a line with the English Law the better it will be for the expansion of the banking business in this country.

No. 2310-291 of the 29th December 1921.

From Chamber to Messrs. Craigie Blunt and Caroe, Bombay.

I am directed to forward herewith a letter, in original, and its accompaniment, which my Committee have received from the Government of India with regard to a proposal to amend Section 131 of the Negotiable Instruments Act, 1881, on the lines of the English Bills of Exchange (Crossed Cheques) Act, 1906.

2. My Committee will be glad if you will be good enough to advise them at your earliest convenience whether the assertions contained in the accompaniment to the Government of India's letter are correct and in particular, whether the position of collecting bankers in India, under the existing law, is not as secure as that of bankers in England since the enactment of the amending legislation in that country referred to in the aforesaid accompaniment.

Dated 3rd January 1922.

From Messrs. Craigie Blunt and Caroe, Bombay, to Chamber.

Proposed amendment of Section 131 *of the Negotiable Instruments Act,* 1881.

We beg to acknowledge the receipt of your letter No. 2310-291 under date the 29th ultimo enclosing a letter from the

Government of India and its accompaniment from the Secretary of the Indian Merchants' Chamber and Bureau on the above subject.

The position is, we think, correctly summarised in the letter from Indian Merchants' Chamber and Bureau to the Government of India of the 1st October last.

Section 131 of the Negotiable Instruments Act, 1881, is similar to, though not identical with, Section 82 of the Bills of Exchange Act, 1882, and is as follows :—

> "A banker who has in good faith and without negli-
> "gence receive a payment for a customer of a cheque
> "crossed generally or specially to himself, shall not, in
> "case the title to the cheque proves defective incur any
> "liability to the true owner of the cheque by reason
> "only of having received such payment."

It will be observed than the protection afforded by Section 131 is conferred only on a Banker who receives payment for a customer, that is, who receives payment as a mere agent for collection. It follows therefore that if Bankers do more than act as such agents they are not within the protection of the section.

The practice of Bankers in dealing with cheques crossed generally or specially to themselves, is, we believe, either to at once credit a customer with the face value of a cheque paid into his account, and to allow him to draw against his credit balance thus increased, or, without crediting the customer with the value of a cheque before collection, to allow him to overdraw his account in view of the anticipated credit.

Lord Macnaghten in giving judgment in the case of Capital and Counties Bank *v.* Gordon (1903, A.C. 240) the case referred to by the Indian Merchants' Chamber and Bureau, expressed the opinion that there was no difference between the two cases for the purpose of considering the protection conferred by Section 82 of the Bills of Exchange Act.

It is settled law that if a Banker before collection credit a customer with the face value of a cheque paid into his account,

the Banker becomes holder for value of the cheque. Consequently, it would be impossible to say that a Banker is merely receiving payment for his customer, and a mere agent for collection when he receives payment of a cheque of which he is the holder for value. This, in effect was the decision of the House of Lords in Capital and Counties Bank *v.* Gordon, and the result of that decision was that Bankers by dealing with crossed cheques of their customers in such a way as to constitute themselves holders for value of the cheques, lost the protection conferred by Section 82 of the Bills of Exchange Act.

This decision led to the passing of the Bills of Exchange (Crossed Cheques) Act, 1906, an Act of two sections only, and by Section 2 of which it is enacted as follows :—

> "2. A banker receives payment of a crossed cheque "for a customer within the meaning of Section 82 of "the Bills of Exchange Act, 1882, notwithstanding "that he credits his customers account with the amount "of the cheque before receiving payment thereof."

Although a decision of the House of Lords is not binding on the Indian Courts, there can, we think, be no doubt that if a similar case to that of Capital and Counties Bank *v.* Gordon came before a Court in India under Section 131 of the Negotiable Instruments Act, 1881, the decision would be the same.

Consequently, it follows that if Bankers in India deal with cheques of their customers crossed either generally, or specially to themselves, in such a way as to constitute themselves holders for value of those cheques, they will lose the benefit of the protection conferred by Section 131 of the Negotiable Instruments Act, and the position therefore of Bankers in India is not as secure as that of Bankers in England who, by reason of the Bills of Exchange (Crossed Cheques) Act, 1906, can constitute themselves holders for value of crossed cheques of their customers and still avail themselves of the protection conferred by Section 82 of the Bills of Exchange Act, 1882.

The suggested amendment of the Negotiable Instruments Act, 1881, is, therefore, in our opinion, eminently desirable.

We return the papers which accompanied your letter under reply.

No. 69-291 of the 14th January 1922.

From Chamber to the Government of India, Finance Department, Delhi.

I am directed to acknowledge receipt of your letter, No. No. 954-A, dated the 23rd December 1921, and its accompaniment, with regard to the proposed amendment of Section 131 of the Negotiable Instruments Act, 1881.

2. In reply I am to state that, in the opinion of my Committee, an amendment of the section of the Act in question upon the lines of the English Bills of Exchange (Crossed Cheques) Act, 1906, is desirable.

APPENDIX G-1.

INDIAN CARRIERS ACT.

No. 5194-G. of the 7th June 1922.

From the Government of Bombay, Revenue Department, to Chamber.

Subject:—Assimilation of the list of articles in the schedule to the Carriers' Act to that contained in the second schedule to the Railways Act.

I am directed by the Governor in Council to forward copies of the letter from the Government of India, Department of Commerce, No. 1901, dated 11th April 1922, and its accompaniments on the subject noted above, and to request that this Government may be favoured with the views of your Chamber on the proposals contained in the letter from the Government of India.

No. 1901 of the 11th April 1922.

From the Government of India, Department of Commerce, Simla, to the Government of Bombay.

I am directed to invite attention to Section 3 of the Indian Carriers (Amendment) Act, 1921 (Act XIII of 1921) by which power was taken for the Governor-General in Council to add, by notification in the *Gazette of India*, to the list of articles contained in the schedule to the Carriers Act, 1865 (Act III of 1865). No addition to the schedule has so far been made in exercise of this power, but a representation has now been received from the Agents, Rivers Steam Navigation Company, Limited, and the Managing Agents, India General Navigation and Railway Company, Limited, in which they ask that the articles enumerated in the Schedule to the Indian Railways Act, 1890, should be incorporated in the Schedule to the Carriers Act. A copy of the Agents' letter is enclosed for information.

2. The Government of India are inclined to accept the principle underlying the proposal. They are of opinion that as by far the greater part of the carrying traffic is conducted by railways, it is desirable that the two Schedules should correspond as closely as possible with each other. The Carriers (Amendment) Act, 1921, does not admit of any alteration to the existing wording of the Schedule which forms part of the principal Act. They, accordingly, propose to add to the Schedule the articles mentioned in the list below. They also propose in future to include any additions that may be made from time to time to the list of articles contained in the Second Schedule to the Railways Act.

3. I am to enquire whether His Excellency the Governor in Council sees any objection to these proposals.

Proposed additions to the list of articles contained in the schedule to the Carriers Act.

(*a*) Art pottery and all articles made of marble.

(*b*) Furs.

(*c*) Government securities.

(*d*) Opium.

(*e*) Coral.

(*f*) Musk, itr, sandal-wood oil and other essential oils used in the preparation of itr or other perfumes.

(*g*) Musical and Scientific instruments.

(*h*) Feathers.

(*i*) Narcotic preparations of hemp.

(*j*) Crude India-rubber.

(*k*) Jade, Jade-stone and amber.

(*l*) Cooroochand or Gooroochandan.

(*m*) Cinematograph films and apparatus.

(*n*) Zahir Mohra Khatai.

No. R.S. 4874 of the 8th November 1921.

From the Rivers Steam Navigation Co., Ltd., Calcutta, and the I. G. N. and Railway Co., Ltd., Calcutta, to the Government of India, Legislative Department, Delhi.

The Carriers (Amendment) Act XIII of 1921.

We have the honour to draw your attention to the fact that the Gazette of India, dated 1st October 1921 (wherein it is notified that His Excellency the Governor-General had given his assent to the above Act makes no mention of the new and amended list of articles contained in the Schedule to the Act. We would enquire if His Excellency in Council has added to the list of articles and if not we solicit your drawing attention to the matter. The articles as enumerated in the Schedule to the Railway Act IX of 1890 are as follows, and their incorporation in Act XIII of 1921 will bring all carrying administrations into line:—

(*a*) Gold or Silver, coined or uncoined, manufactured or unmanufactured.

(*b*) Plated articles.

(*c*) Cloths and tissue and lace of which gold or silver forms part, not being the uniform or part of the uniform of an officer, soldier, sailor, police officer, or person enrolled as a volunteer under the Indian Volunteer Act, 1869 or of any public officer, British or Foreign, entitled to wear uniform.

(*d*) Pearls, precious stones, jewellery and trinkets.

(*e*) Watches, clocks, or time pieces of any description.

(*f*) Government securities.

(*g*) Government stamps.

(*h*) Bills of exchange, hundies, promissory notes, bank notes, and orders or other securities for payment of money.

(*i*) Maps, writings and title deeds.

(*j*) Paintings, engravings, lithographs, photographs, carvings sculpture and other works of art.

(*k*) Art pottery, and all articles made of glass, China or marble.

(*l*) Silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials.

(*m*) Shawls.

(*n*) Lace and furs.

(*o*) Opium.

(*p*) Ivory, ebony, coral, and sandalwood.

(*q*) Musk, itr, sandalwood oil, and other essential oils used in the preparation of itr or other perfume.

(*r*) Musical and scientific instruments.

(*s*) Feathers of all kinds.

(*t*) Narcotic preparations of hemp, such as ganja, charas, bhang etc.

(*u*) India-rubber, crude.

(*v*) Jade, Jadestone and amber.

(*w*) Gooroochand or Gooroochandan.

(*x*) Cinematograph films and apparatus.

(*y*) Zahir Mohra Khatai.

(*z*) Any articles of special value which the Governor-General, in Council may, by Notification in the Gazette of India, add to this Schedule.

Extract from the Indian Carriers (Amendment) Act No. XIII of 1921.

Insertion of new section 11 in Act III of 1865.

"3. After section 10 of the said Act the following section shall be added, namely:—

Power to Governor-General in Council to add to the Schedule.

"11. The Governor-General in Council may, by Notification in the Gazette of India, add to the list of articles contained in the Schedule to this Act, and the Schedule shall, on the issue of any such Notification, be deemed to have been amended accordingly."

Copy of schedule to the Carriers Act No. III of 1865.

Gold and Silver Coin.

Gold and Silver in a manufactured or unmanufactured state.

Precious stones and pearls.

Jewellery.

Time pieces of any description.

Trinkets.

Bills and hundis.

Currency Notes of the Government of India, or Notes of any Bank, or Securities for payment of money, English or Foreign.

Stamps and Stamped Paper.

Maps, Prints, and Works of Art.

Writings.

Title Deeds.

Gold or Silver Plate or Plated articles.

Glass.

China.

Silk in a manufactured or unmanufactered state, and whether wrought up or not wrought up with other materials.

Shawls and Lace.

Cloths and tissues embroidered with the precious metals or of which such metals form part.

Articles of ivory, ebony, or sandalwood.

No. 1064-172 of the 29th June 1922.

From Chamber to the Government of Bombay, Revenue Department.

I am directed to acknowledge receipt of your letter, No. 5194-G., dated the 7th June 1922, and its accompaniments, in which the views of my Committee are invited upon a proposal to assimilate the list of articles in the Schedule to the Indian Carriers Act III of 1865 to that contained in the second schedule to the Railways Act, 1890.

In reply I am to state that my Committee are in favour of the proposal in question.

APPENDIX G-2.

INDIAN INCOME TAX ACT, 1922.

Dated 18th January 1922.

From the Vacuum Oil Company, Bombay, to Chamber.

With reference to the question of the proposed new Income-Tax Act, copies of which we have received from your goodselves, we beg to say that, in the Statement of Objects and Reasons, paragraph 2, states that, as assessments made in the current year are provisional assessments, clause 68 of the Bill provides that all assessments made in the year 1921 to 1922 would be adjusted. Clause 68 as printed in the copy of the bill itself however refers to the year ending 31st March, 1921. Presumably this should read 31st March, 1922; but if you have any information on the point, we should be much obliged if you would advise us.

No. 134-40 of the 26th January 1922.

From Chamber to Commissioner for Income Tax, Bombay.

I am desired by my Chairman to state that it has been represented to the Committee by a member of the Chamber that clause 68 of the new Income Tax Bill, which provides for the adjustment of all assessments made in the year, ending on the 31st March, 1921, should read "31st March, 1922" where the former date appears and to say that Mr. Macnaghten will be glad if you will be good enough to advise me whether, in your opinion, the member's contention is correct.

I shall be grateful if you will be good enough to advise me on the point at your earliest convenience.

No. C. R. 456 of the 28th January 1922.

From Commissioner of Income Tax, Bombay, to Chamber.

In reply to your letter No. 134-40 of the 26th Instant, I have the honour to inform you that the representation

referred to in para. 1 thereof in connection with clause 68 of the new Income-tax Bill is correct.

2. Clause 68 of the Bill, as it *now* stands in view of the report of the Joint Committee on the Bill, runs as under:—

"68. The enactments mentioned in the Schedule are "hereby repealed to the extent specified in the fourth "column thereof :

"Provided that such repeal shall not affect the lia- "bility of any person to pay any sum due from him "or any existing right of refund under any of the said "enactments :

"Provided, further that the provisions of section 19 "of the Indian Income-tax Act, 1918, shall apply, so "far as may be, to all assessments made under that "Act in the year ending on the thirty-first day of "March, 1922, and where an adjustment shall be made "under the provisions of section 19 of the said Act, "the provisions of this Act regarding the procedure for "the assessment and recovery of income-tax shall "apply as if such adjustment were an assessment made "under this Act."

No. 184-40 of the 3rd February 1922.

From Chamber to the Vacuum Oil Company, Bombay.

I am directed to acknowledge receipt of your letter, dated the 18th January, 1922, with reference to Clause 68 of the new Income Tax Bill, and in reply to state that my Committee are advised that the contention urged in your letter in regard to the clause in question is correct.

2. I am to add that Clause 68 has since been amended by the Joint Committee to read as under :—

68. "The enactments mentioned in the Schedule are hereby repealed to the extent specified in the fourth column thereof.

"Provided that such repeal shall not affect the liability of any person to pay any sum due from him or any existing right of refund under any of the said enactments.

"Provided, further, that the provisions of section 19 of the Indian Income Tax Act, 1918, shall apply, so far as may be, to all assessments made under that Act in the year ending on the thirty-first day of March, 1922 and where an adjustment shall be made under the provisions of section 19 of the said Act, the provisions of this Act regarding the procedure for the assessment and recovery of income-tax shall apply as if such adjustment were an assessment made under this Act."

No. 183-40 of the 3rd February 1922.

From Chamber to Commissioner of Income Tax, Bombay.

I am directed to acknowledge receipt of your letter No. C. R.-456 of the 28th ultimo and to thank you for your courtesy, in furnishing my Committee so speedily with the information therein contained.

Dated 3rd February 1922.

From the Vacuum Oil Company to Chamber.

We are in receipt of your favour No. 184-40 of even date, for which we thank you, and note the amendment in Clause 68 of the New Income Tax bill.

Dated 24th January 1922.

From the Hon'ble Sir Arthur Froom, Kt., Delhi, to Secretary, Bombay Millowners' Association.

I have now to refer to your letter No. 44-26 of the 13th January, 1922, on the subject of certain provisions in the

Income-tax Amendment Bill. I will deal with them in the order in which you place them :—

(*a*) It has not been considered advisable to insert any provision in the Bill allowing as a business deduction insurance against the loss of profit. Departmental instructions however will be issued that where the Owner of a business asks for any such allowance it should be given on the assessee agreeing to pay income-tax on the amount recovered from the Insurance Coy. Similar instructions will be issued regarding insurance against loss of rent under clause 9.

(*b*) No specific provision regarding the deductions to be allowed on account of the contributions of Employers to private Provident Funds of Companies and Firms has been made. It has been recommended however that the practice should be that such contributions should be allowed in cases where the Funds are irrevocable trusts and where the Employers' contributions cannot under any circumstances be recovered by the employers. This practice will be adopted by the Income tax Authorities.

(*c*) The adjustment system is to be abolished but the tax paid during the current year on profits made during the previous year will be adjusted when the current year's profits are known. This will be the final adjustment. Next year's tax will be calculated also on the profits of the present year and similarly in future income tax will be paid on the calculation of the previous year's profits.

The final adjustment will have the effect of tax being paid in two consecutive years on the same calculations and I understand that your Committee contend that this will be unfair to the Bombay Millowners. The whole question was argued very thoroughly in Committee but although it was recognised that some industries might be hit in a manner which possibly appeared unfair it was decided that there was no other workable scheme

to be introduced in connection with the abolition of adjustments. It was not considered feasible to go back over a series of years to 1918.

I shall be very glad to answer any other questions you have to put to me in connection with the Income Tax Amendment Bill. I will send you a copy of the Bill as soon as it is passed. It comes up before the Legislative Assembly to-morrow and I am told there are a very large number of amendments being brought forward but I do not think many, if any, of them will be carried.

I am sending this letter to you in duplicate as it may be of interest to the Committee of the Bombay Chamber of Commerce and I shall be obliged if you will circulate it among that Committee.

Copy forwarded to the Secretary, Bombay Chamber of Commerce, whose attention is invited to the request contained in the last paragraph.

No. 44-26 of the 13th January 1922.

From Bombay Millowners' Association to the Hon'ble Sir Arthur Froom, Kt., Delhi, and other Members of the Council of State and Indian Legislative Assembly from the Bombay Presidency.

I am directed by the Committee of the Bombay Millowners' Association to invite your attention to the provisions of the Bill to amend the law relating to Income-tax and Super-tax which will shortly be introduced in the Indian Legislatures and in connection therewith to state that my Committee, while approving generally the main features of the bill in question, are of opinion that the amendment of certain provisions of the Bill in its present form is desirable in the interests of the general body of tax-payers and of the Mercantile Community in particular.

2. If you are in agreement with the suggestions advanced in the following paragraphs, the adoption of which will, in the opinion of my Committee, achieve the desired result, my Committee will be grateful if you will be good enough either to arrange, in consultation with your colleagues from this Presidency, for amendments on the lines suggested to be moved when the provisions of the Bill are under discussion in the Indian Legislature or to support any motion which may be introduced to that end.

3. The alterations which my Committee venture to suggest for your consideration are as follows :—

(*a*) In Chapter III, Clause 10 (2) (IV), the insertion after the words "for the purposes of the business" of the words "in respect of insurance against loss of profits and fixed charges by such damage or destruction."

(*b*) The insertion of an additional Sub-Clause in Clause 10 (2) after Sub-Clause (IV) to read as under:—

"In respect of contributions made by a Company, Firm or Corporation to a regularly constituted provident fund for the benefit of its employees, and interest allowed thereon."

(*c*) The treatment of Clause 19, Chapter II of the present Act as if the legislation of 1918 in that connection had never been introduced and the necessity for the provision of adjustments on that basis, credit being given for sums paid in advance. My Committee are in agreement with Government with regard to the advisability of abolishing the adjustment system introduced in 1918 but they consider that a sudden reversion to the old practice of assessment on the previous year will operate very unfairly in the case of Cotton Mills in general as, in the majority of such cases, profits have been steadily progressive. Now, however, that the profits in question are about to fall or have fallen in 1922 the prospect of any of the excess payments being refunded will disappear as according to the provisions of the new Bill, the tax will be assessed in 1922 on the basis of the profits of the previous year. My Committee consider that their contention, as above urged, is so important that every effort should be made to urge the Government of India to adopt the procedure above indicated as providing the fairest method of dealing with the whole question of adjustment.

APPENDIX G-3.

INDIAN INCOME-TAX ACT.

PROVISION FOR BUSINESS LOSSES.

No. 269/A.C. of the 1st April 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The Indian Income Tax Act—Provision for Business Losses.

I am directed to hand you herewith a copy of a letter, No. 979 F, dated 29th March, from the Government of India,

in the Finance Department, with reference to the resolution, which was adopted by the annual general meeting of the Associated Chambers on the 30th January, 1922, in connection with this question.

2. Perhaps you will be good enough to favour me in due course with any remarks or suggestions that your Chamber may wish to make in regard to this communication.

3. A copy of the report of the discussion at the annual general meeting is also attached for ready reference.

Extract from the Proceedings of the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon held at Calcutta on the 30th January 1922.

Mr. Langford James (Bengal) moved the following resolution:—

That this Association urges on Government the necessity of recognising the equity of making provision for business losses when computing income-tax. The Royal Commission on income-tax made full recognition of this principle and the Association recommends that it should be made permissible for an assessee to carry forward losses for a period of three years.

He said:—Your Excellency, Mr. President and Gentlemen,—The next resolution on the paper stands in my name, and although the Income-Tax Bill has passed the Legislative Assembly, I do not propose to suggest the withdrawal of this resolution as it concerns a matter which we in Bengal have pressed for many years, or at any rate, for some considerable time, and which we are extremely keen to see carried through with a view to having the Act amended in the future.

Last year I moved a resolution on income-tax and with your permission I will start by reading an extract from what I then said:—

"In considering the recommendations of the Royal Commission we must not lose sight of the fact that the method of assessing business incomes in the United Kingdom is wholly different to that obtaining in this country. At home the ordinary business pays tax on the average of the three preceding years subject to rights of adjustment for certain specific causes. The State is a commission partner in the business to the extent of the percentage it takes in income-tax and this of course means that the State bears its share of losses as well as taking its share of profits. In India, however, Government bear no share of any losses, and I personally would urge very strongly that when further legislation in respect of income-tax, is brought forward, this point should be considered. There are very few commission partners who do not pay their share of losses, and then

only because they are not capitalists and cannot afford to do so. Although I do not know that I am in favour of payment of income-tax on an average of years I do think that it would be only fair for a firm making a loss in one year to be in a position to claim a refund. This contention is supported by the Royal Commission whose views on the subject are as follows:—"

A business that makes a loss needs some consideration. Under the present law relief is granted to the trader who makes an actual loss in the year of assessment, but besides that provision the three years average enables the year of loss to be set off against two other years, which are normal years of profit and the trader is able, so to speak, to spread his loss over a period of three years. If the preceding year basis is adopted the trader who makes a heavy loss in one year will, it is true, escape assessment for the next year, but this loss will not affect subsequent years' assessments, although the loss may be big enough to swamp several years' profits. We think therefore that the tax-payer might legitimately feel some grievance if, under the new system he were not enable to carry forward his losses against future profits, and we accordingly suggest that the existing provision by which repayment of tax is granted in cases of loss by reference to the aggregate income of the year should continue in force and that any balance of loss not so dealt with should be permitted to be carried forward on the analogy of the Statute of Limitations for a period of six years.

During the past year the fresh legislation to which I referred last year has come, and as Sir Thomas Smith said just now, the Bill has now passed the Legislative Assembly. Before this Bill was introduced the Government of India appointed a series of local committees to consider the income-tax question in all its bearings. These various committees met in the principal business centres of India. I have been through their reports and recommendations and I find that this question of business losses was only dealt with by two of them. The Burma Committee, following, I presume, the Royal Commission Report, recommended that losses should be permitted to be carried forward for six years. We in Bengal recommended three years. And our reason was that the Indian Limitation Act provides for three years, against a provision of six years by the home statute. Representatives of these local committees then assembled in Simla as a Central Committee. This matter was brought up before the Central Committee and by a majority of eight to six, the Central Committee rejected the principle that provision should be made for business losses. This was, you will observe, only a very bare majority. I happend to be speaking yesterday to a gentleman who ought to have gone up to Simla but was prevented from going. He said that he would have voted on the side of the minority and that would have made the majority eight against seven. So that there was no consensus of opinion in Simla against the principle of making provision for business losses.

It is inconceivable that any business man would reject this principle. Apart from the obvious advantage to the tax-payer it appears

to me to be a wholly equitable proposition as indeed the Royal Commission recognised it to be. So far as I know, apart from the "big stick" argument, the argument that "might is right; we are the Government and we are not going to listen to you on this point"—the only argument that I have ever heard against provision for losses is this. It is said that if you make a loss in one year you have not got an income, therefore you are not losing your income. Your loss is a loss of capital and on that account it ought not be recognised in respect of income-tax. I do not admit that argument for one moment and I think that it can be refuted, but even supposing that that is a good argument just see where it leads us to. Say that my business makes a loss of a lakh of rupees in 1920, that I am told is a loss of capital. I then make a profit of half a lakh of rupees in 1921. What is that? That is half a lakh regained towards replacing that capital which has been lost. Government do not acknowledge that. They come along and tax my half lakh. I do not consider that the argument that your losses are losses of capital is at all a sound one read in conjunction with the present method of Government of taxing income. In all matters of taxation, particularly I think in matters of income-tax, it is up to Government to consider very carefully the question of equity. Government do not wish, I am sure, to be regarded as vampires who are out to get the last farthing from the business community whether they are right, or whether they are wrong.

There is just one other point which any body arguing on the other side might I think bring up. In case anybody is going to argue on the other side, I should like to get in the first word. In the home Finance Act of 1921, section 25 withdrew certain concessions which had been made under sections 33 and 34 of the Finance Act of 1918. Those two sections allowed relief for losses from specific causes and it might be argued that the Home Government had now gone back on the principle that losses should be allowed because they had abolished those two sections from the Act. That is not so at all, as a matter of fact. Sections 33 and 34 of the Act of 1918 granted relief in the case of specific losses due to the War and other particular causes. When it came to the end of 1920 trade was so bad at home that the Revenue Authorities found themselves faced with a situation where it was quite likely that they would be swamped with claims for relief under those two sections; claims for relief on account of losses for certain specific causes. Therefore they decided, and probably wisely decided, to withdraw those two sections. Perhaps, as a matter of fact it is not for me to give an opinion as to whether that decision was wise or not. It was stated at home by some business people that a mistake was made by withdrawing the sections, and thereby withdrawing from business concerns the relief which they needed in 1920 and the early part of 1921. But although those two sections were withdrawn the average system under which income tax on businesses at home is paid still continues. Although it is possible that if you make losses for a long series of years you may not be able to recover your losses in full, on anything approaching ordinary loss you do get a refund of a very large portion of the tax you pay under the average system.

As far as income-tax in this country is concerned we have made very considerable strides in the past few years, for instance, under the new Bill which has just passed the Assembly we are allowed to set off losses under one particular head of business against profits made under another head. That is a new concession. Also as most of you probably know, we have made very considerable strides in allowances for depreciation. Up to 1918 depreciation was only allowed as a good debit in connection with income-tax up to the extent to which it was charged in the accounts. Not only up to the actual extent of course, but up to the statutory extent. You were only allowed to charge a certain statutory amount for depreciation. The 1918 Act went one step farther. If you were not in a position in any year to charge in your accounts the whole statutory amount for depreciation you were allowed to carry the balance forward to the next year. Now we have gone a step farther and in the 1922 Act depreciation will be allowed automatically whether it is charged in the accounts or not. All these are steps in the right direction. I would urge the Government of India to recognise that this matter of losses is in much the same category; that they should march with the times, and that provision should be made for losses.

The Royal Commission, as I pointed out, is whole-heartedly in favour of provision for losses. Their report on income-tax is the most weighty pronouncement ever made on the subject. You might say it is the income-tax classic. The English practice is three years' average. In South Africa, I have just learnt, there is no limit of time at all; in the case of business losses the concern is allowed to carry forward its losses year by year until they are wiped out by a profit. I think therefore that the case in India or in any country to be allowed to carry forward business losses is a very strong one and I trust that other delegates will back up Bengal in this matter.

The President then enquired if any other delegate wished to speak on the resolution. There being no response he put it to the meeting, and declared it carried unanimously.

No. 979 F. of 29th March 1922.

From the Government of India (Finance Department), Delhi, to Associated Chambers of Commerce of India and Ceylon.

I am directed to acknowledge receipt of your letter No. 217-A.C., dated the 16th March 1922, forwarding a copy of the report of the discussion which took place at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon on the 30th January 1922, at which the following resolution was adopted:—

> "That this Association urges on Government the necessity of recognising the equity of making provision for business losses when computing income-tax. The Royal Commission

on income-tax made full recognisition of this principle and the Association recommends that it should be made permissible for an assessee to carry forward losses for a period of three years."

2. The recommendation that provision should be made "for business losses when computing income-tax" is not understood. Allowance is always made for such losses. Business losses are set against business profits in making assessments to income-tax just in the same way as losses are set against gains in other kinds of income; but only those losses and gains are taken into consideration which occur during the accounting period, the net profits of which are assessed to income-tax. The accounting period in this country, as in most countries, is a period of 12 months, and the net profits of that period are treated as isolated without any regard to what went before or what may come after. The rates of income-tax imposed annually by the Legislature are the rates that are to be levied on the profits or income accruing within the specified period of the preceding 12 months.

3. It appears, however, that the main purpose of the resolution is not that allowance should be made for business losses being set against gross business profits—this is, as stated in previous paragraph, the existing practice in regard to all classes of income—but that when there is a net loss in a business during one accounting period of 12 months, no income-tax should be charged upon any profits from the same business during three subsequent accounting periods until such profits exceed in amount the net loss in the preceding accounting period and that the tax should be levied only on the amount by which the profits of the three following accounting periods exceed such net loss. This would involve a radical departure from the system of assessing income-tax always on the isolated profits of a fixed year. In the opinion of the Government of India it would be inequitable to grant any such concession to income from business that would not be allowed to other income. If business profits are to be assessed by setting losses against gains over a period of three years there appears to be no reason why the same principle should not be followed in dealing with income derived from salaries or from house property or investments or any other sources of income. Again the rates for income-tax may, and do, vary for different years, the rates prevailing in any one year being the fixed percentage that the Legislature has decided should be taken of the profits of the preceding year. There appears to be no reason why a person who sustains a business loss of 1 lakh in one year when the rate of the tax is 1 anna in the rupee should be allowed to accumulate profits amounting to another lakh of rupees during a period when the rate of the tax has been raised to 1½ annas and should be deemed during that period to have no assessable income. Further, the loss at some period or other must be deemed to be a capital loss. The Income Tax Act does not tax increases of capital and there appears to be no reason why any allowance should be made on a decrease of capital. A specific instance may be given of the inequitable results that would follow

from adopting any such proposal. If a person lent out 10 lakhs of rupees on 10 per cent, thus having an income of 1 lakh a year, then, under this proposal, if he had a business loss of 2 lakhs in any one year he would pay no tax for the next 2 years, and in the third year would pay tax only on Rs. 40,000 in spite of the fact that during all these three years he has been enjoying an income of Rs. 80,000 while a person who has an income from salaries or interest on securities or investments would have to pay tax on every rupee of his income irrespective of what his position had been in the preceding years.

4. So far as the Government of India are aware no Income-tax Act in the world, apart from the doubtful case of the South African Act quoted in the discussion, permits the losses of one year being set against the profits of the following years.

The main argument put forward in favour of the proposal for the carrying forward of business losses is that the English Royal Commission on Income-tax "made full recognition of this principle." I am directed to point out that this question was not discussed on its merits by the Royal Commission and that the only reason given by the Commission for making this proposal was that they considered it desirable to continue under the system proposed by them of assessing business profits on the income of the previous year, the privilege that tax-payers in England enjoy under the present system of being taxed on a three years' average of business profits, as they considered that "the tax-payer might legitimately feel some grievance if, under the new system, he were not enable to carry forward his losses against future profits." No system of assessing on the average of three years' profits has ever been in force in India and, therefore, no argument for retaining such an existing privilege can be put forward in this country.

5. I am to add that in any case the Government of India are unable to accept any proposal for re-opening this question as the new Income Tax Act has just been passed by the Indian Legislature, and this proposal was considered and rejected at every stage in the deliberations leading up to that legislation. The proposal which was put forward by the local Bengal Committee that business losses should be carried forward for three years was rejected by the All-India Income Tax Committee which met at Simla in July 1921. Similar proposals were again put forward in the opinions considered by the Select Committee of both Houses that dealt with the Bill, and that Committee rejected the proposal stating in their report on clause 10 that they were opposed to the proposal that losses in business should be carried forward and set against profits of succeeding years. In the discussion in the Legislative Assembly when the Bill was under consideration an amendment was put forward at the meeting of the Assembly held on the 20th January 1922 to make allowance for losses carried forward from the previous year's accounts. This proposal was rejected by the Assembly. The Government of India therefore consider that no useful purpose would be served in re-opening a question which has been

debated at great length and the merits of which have been fully discussed in dealing with the legislation which has just been passed.

No. 624/40 of the 21st April 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 269/A.C., dated the 1st April 1922, and its accompaniments, and in reply to state that my Committee are of opinion that no further action is called for in the matter.

No. 752/A.C. of the 6th September 1922.

From the Associated Chambers of Commerce of India and Ceylon to Chamber.

The Indian Income Tax Act: Provision for Business Losses.

I am directed to refer to my letter No. 266-279-A.C., dated the 1st April last. There was forwarded with the letter a copy of the Government of India's reply regarding the resolution on the above subject adopted at the annual general meeting of the Association in January.

2. The President has considered the views received from members of the Association with regard to the Government of India's reply. In some cases, while the principle embodied in the resolution adopted at the meeting is fully endorsed, the opinion is that no good purpose will be achieved by further representations, in view of the refusal of Government to reconsider the question ; on the other hand, some Chambers think that the Association should continue to press the matter on Government. In view of this difference of opinion the President thinks it desirable to make a further reference to members on the subject. It occurs to him that possibly members who feel that the matter cannot usefully be pressed may be disposed, nevertheless, to acquiesce in a letter to Government more or less in the sense of the draft of

which a copy is attached hereto; and he will be glad if you will kindly inform me, at as early a date as may be convenient, whether your Chamber are prepared to approve of such a draft.

Draft letter from Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Secretary to the Government of India (Finance Department), Simla.

I have the honour to refer to your letter No. 979-F, dated the 29th March last, replying to the representations made by this Association on the subject of the necessity of recognising the equity of making provision for business losses when computing income-tax. Your letter has been submitted to the members of the Association, and has been carefully considered by them.

2. The Association note that, for the reasons given the Government of India are unable to accept the proposal that provision should be made for business losses. It is stated, indeed, in paragraph 2 of your letter, that the recommendation is not understood, but the Association have some difficulty in following this statement for not only is the recommendation governed by the second sentence of the resolution quoted in paragraph 1 of your letter, but the idea embodied in it was clearly explained in the report of the discussion at the annual meeting of the Association last January, and this report was duly forwarded to you for information. It is however unnecessary to labour this point.

3. In again addressing Government on the question, the Association propose to confine themselves to broad principles, for the question of making provision for business losses, when computing income-tax, is one of principle, and it is unnecessary to discuss examples of possible administrative difficulties. The broad principle on which the equity of the scheme is based is that the State is a commission partner in every business to the extent of the percentage it takes in income-tax. It naturally follows that the State should be willing to allow business a reasonable opportunity of making good from revenue any losses which may have resulted on a

year's trading. To advance the principle that such losses must be recouped from capital is, the Association submit, entirely unsound; if such a policy were accepted and followed by the trading community the advancement of industry would be seriously handicapped, and there would ultimately be a reduction in the revenue producing power of the country, with, of course, an inevitable reflex in the Government returns for income-tax.

4. In paragraph 4 of your letter you refer to the argument that the home Royal Commission on income-tax made full recognition of the principle for the adoption of which the Association press. You indicate in this connection that the only reason which the Commission had was a disinclination to disturb the privileges already existent in the United Kingdom. The Association however find it difficult to imagine that so weighty a body as the Royal Commission—the scope of whose terms of reference included an enquiry into the income-tax in "all its aspects"—would have hesitated to condemn the principle had they considered it worthy of condemnation. The whole tenor of their remarks on the subject expressed their approval of the principle, and the Association are unable to accept as reasonable the limitations which the Government of India ascribe to the Commission's attitude on the subject.

5. The Association note also your remark in the same paragraph that, so far as the Government of India are aware, no Income Tax Act in the world, apart from the doubtful case of the South African Act quoted in the discussion, permits the losses of one year being set against the profits of the following years. No general enquiry has been made by the Association on this point, but they direct me to point out that section 204 (*b*) of the Revenue Act of 1921, the Act under which income-tax is assessed in the United States of America reads as follows :—

> "If for any taxable year beginning after December "31st, 1920, it appears upon the production of evidence "satisfactory to the Commissioner that any taxpayer "has sustained a net loss, the amount thereof shall be "deducted from the net income of the taxpayer for the "succeeding taxable year; and if such net less is in-

"excess of the net income for such succeeding taxable "year, the amount of such excess shall be allowed as a "deduction in computing the net income for the next "succeeding taxable year; the deduction in all cases to "be made under regulations prescribed by the Commis- "sioner with the approval of the Secretary."

6. In explaining—paragraph 5 of your letter—that the Government of India are unable to accept any proposal for re-opening the question, in view of the new Income Tax Act having passed the legislature, you point out that the proposal put forward by the Association had been considered and rejected at every stage in the deliberations leading up to the Act. In particular you state that it was rejected by the All-India Income Tax Committee which met at Simla in July 1921. I am, however, to remind you that, as was mentioned at the discussion on the subject in the meeting of the Association last January, opinions were fairly evenly divided on the matter in the All-India Income Tax Committee, six members being in favour of the proposal, and only eight against. It cannot therefore be suggested that there was any overwhelming consensus of opinions against the principle.

7. I am, in conclusion, to say that the question is one upon which the business community of the country feels strongly and although the decision for the time being has gone against them, the Association are not disposed to acquiesce in it as finally settling the matter.

No. 1760/40 of the 29th September 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 752/A.C., dated the 6th September 1922, forwarding a draft of a letter to the Government of India in the Finance Department on the subject of the necessity of recognizing the equity of making provision for business losses when computing income-tax and enquiring whether, in the circumstances set forth in your letter, my Committee are prepared to agree to

a further reference being made to Government on the subject more or less on the lines of the draft in question.

2. In reply I am to state that the matter has received the careful consideration of my Committee who, however, are still of opinion that no further action on the part of the Association is called for.

3. At the same time I am to say that, if it is the wish of the other members of the Association that their views should again be laid before Government, in terms of the draft letter, my Committee are prepared to acquiesce in such a course.

APPENDIX G-4.

ASSESSMENT OF TRAMP STEAMERS TO INCOME TAX.

No. 66-S of the 14th July 1922.

From the Government of India (Finance Department), Simla, to all Chambers of Commerce and the Commissioners of Income-Tax at Bombay, Madras, Bengal and Rangoon.

Difficulties have been experienced in regard to the assessment of the profits of foreign shipping companies which are now liable to income-tax. Under rule 33 of the Income Tax Rules, where the actual amount of such profits cannot be separately ascertained, the Income Tax Officer is empowered to calculate the tax of such profits on the same proportion of the total profits of a shipping company as the Indian receipts of the company (meaning thereby the sums received either in India or elsewhere on account of goods shipped or passengers carried *from* India) bear to its total receipts, or on such percentage of those Indian receipts as he may consider to be reasonable, or in such other manner as he may deem suitable. It is understood that in very few cases are accounts furnished to the Income Tax Officers, from which purely Indian profits can be

ascertained and that it is necessary in most cases to adopt the proportionate basis, or where full details of the total profits of a foreign company are not forthcoming, to take such percentage on the "Indian receipts" as has been ascertained to be the average percentage of profits earned by purely Indian shipping companies, or otherwise.

2. Further, owing to the fact that foreign shipping companies have recently been made liable to income-tax for the first time, complaints have been made that it is unfair that tramp steamers (*i.e.*, steamers belonging to, or chartered by, persons or companies whose principal place of business is not in India and who have no regular agents in India) should not also be required like liners to pay income-tax on their profits. It is not possible to take steps for the taxing of profits derived from tramp steamers under the present Act, as in most cases there are no persons who can be treated as agents of the owners of such steamers, and who can be made responsible for furnishing a statement of their annual profits or paying the tax thereon. It has, therefore, been suggested that the Act should be amended in order to require the owners or charterers of tramp steamers, or other persons carrying on business temporarily in India who are likely to leave India before they can be properly assessed, to give security by way of bond or deposit for the due payment of the tax, and that provision should also be made in the Act under which the owners or charterers of such ships should be required to make a full return of the amounts payable to them in respect of outward freights and passengers each time that they arrive at an Indian port, that they should be assessed to income-tax on 5 per cent. or 10 per cent. or some other percentage of the gross Indian receipts, and should be required to pay the tax prior to the clearance of the ship, and that the Collector of Customs should not grant a clearance but should detain the ship until satisfied that the tax has been paid. Provisions of this nature are contained in the Australian and South African Income Tax Acts.

3. I am directed to ask for the views of your committee on the proposals mentioned in paragraph 2. The main difficulty anticipated is in arriving at the percentage of the gross Indian receipts which should be assumed to

represent profits. The 5 per cent. and 10 per cent. adopted in the Acts of the Dominions referred to, appear to be arbitrary figures, and it is difficult to determine on what basis any arbitrary percentage of this nature should be fixed. It has been suggested that it might be possible to take a varying percentage, a percentage that should vary every year or every 5 years according to the average percentage of profits on freights that have been ascertained from the accounts of the purely Indian shipping companies or of other companies that produce detailed accounts.

4. It must not, of course, be forgotten that while it is desirable that tramps like liners should bear their share of taxation, the regular lines have many advantages and means of eliminating or palliating competition as compared with the owners of "tramps"—and it is most undesirable to do anything which would tend to drive away any class of shipping from Indian Ports. A steamer may make a profit on one voyage and a dead loss on another and such losses may hit the owner of a tramp much harder than the owners of the regular liners with their greater resources and established connections.

5. In view of the difficulties that have been experienced in the assessment of foreign shipping companies with agencies in this country the suggestion has also been put forward that the tax on all ships owned or chartered by persons whose principal place of business is not in India, should, whether there are recognised agents or not, take the form of a tax on a percentage of the gross freights, *i.e.*, that the system which it has been suggested might be adopted for the taxing of tramp steamers, should also be applied to all foreign-owned ships. The difficulty in this case again would be to arrive at a suitable percentage, indeed the adoption of this system in the case of all foreign ships would increase that difficulty in proportion as it reduced the statistical basis for the determination of the percentage.

6. The question bristles with difficulties and Government would be glad to have at as early a date as possible the views of your Chamber on the questions—

(1) whether an attempt should be made to tax the profits of tramp steamers;

(2) what is the most practical method of determining and taxing such profits ;

(3) whether there is any need to replace the existing system of taxing the profits on ships owned by persons or companies abroad who have regular agents in this country by any system such as taxing on a percentage of freights and if so, how that percentage should be determined.

No. 1611/205 of the 8th September 1922.

From Chamber to the Government of India (Finance Department), Simla.

I am directed to acknowledge receipt of your letter, No. 66/S, dated the 14th July 1922, in which an expression of my Committee's views is invited on the following questions :—

(1) Whether an attempt should be made to tax the profits of tramp steamers ;

(2) What is the most practical method of determining and taxing such profits ?

(3) Whether there is any need to replace the existing system of taxing the profits on ships owned by persons or companies abroad who have regular Agents in this country by any system such as taxing on a percentage of freights and, if so, how that percentage should be determined ?

2. In reply I am to state that my Committee are generally in agreement with the proposal that tramp steamers should be assessed for income-tax purposes. While they are aware of the difficulties of evolving a practicable and, at the same time, an equitable method, they observe that there is at present, as mentioned in your letter under reference, existing legislation both in Australia and in the Union of South Africa concerning the working of which, so far as my Committee are aware, there has been no great outcry. That legislation provides for the assessment of income-tax in the ordinary way in the case of returns of income being furnished, and, when no such returns

are forthcoming, for an assessment based on a fixed percentage of earnings. In my Committee's opinion the legislation in question would form a good guide for legislation on more or less similar lines in India. Should the Government of India eventually decide to adopt this suggestion I am to add that my Committee consider that a maximum of ten, and a minimum of five, per cent. should be laid down and that the percentage should be fixed annually at the time the Finance Bill is introduced.

3. With regard to the third question contained in paragraph 6 of your letter, and quoted above, my Committee are of opinion that the existing arrangements in that connection might be left undisturbed.

APPENDIX G-5.

RULES UNDER THE INDIAN INCOME TAX ACT.

(*a*) ASSESSMENT OF INCOME DERIVED IN PART FROM AGRICULTURE AND IN PART FROM BUSINESS.

No. 230 I. T. of the 25th May 1922.

GOVERNMENT OF INDIA,

BOARD OF INLAND REVENUE,

Simla, the 25th May 1922.

From the Member, Board of Inland Revenue, to Chamber.

I have the honour to enclose herewith a copy of the Board of Inland Revenue Notification No. 207-I.T., dated the 22nd May 1922, publishing a draft amendment to Rule 23 of the Indian Income Tax Rules, 1922. The rule as amended will stand as follows :—

"In the case of income derived in part from agriculture and in part from business an assessee shall be entitled to

deduct from such income the market value of any agricultural produce raised by him or received by him as rent-in-kind which he has utilized as raw material for the purpose of his business or the sale receipts of which are included in the accounts of his business. The balance of such income shall be deemed to be income derived from the business and no further deduction shall be made therefrom in respect of any expenditure incurred by the assessee as a cultivator or receiver of rent-in-kind;

Provided that in the case of income derived from the joint production and sale of tea, the amount to be deducted for the purpose of this rule shall be 75 per cent. of the gross income received from such combined production and sale."

No. 207 I.T.

GOVERNMENT OF INDIA,

BOARD OF INLAND REVENUE,

Simla, the 22nd May 1922.

Notification.

The following draft of an amendment to the Indian Income Tax Rules, 1922, which it is proposed to make in exercise of the powers conferred by Section 59 of the Indian Income Tax Act, 1922 (XI of 1922), is published as required by the said section for the information of all persons likely to be affected thereby, and notice is hereby given that the said draft will be taken into consideration on or after the 10th July 1922. Any objection or suggestion which may be received from any person with respect to the draft before the date specified will be considered by the Board of Inland Revenue.

Draft Amendment.

The following proviso shall be added to rule 23 of the said rules :—

'Provided that in the case of income derived from the joint production and sale of tea, the amount to be deducted for the purpose of this rule shall be 75 per cent. of the gross income received from such combined production and sale."

No. 946-40 of the 16th June 1922.

From Chamber, to the Member, Board of Inland Revenue, Simla.

I am directed to acknowledge receipt of your letter, No. 230-I.T., dated the 25th May 1922, and its accompaniment, forwarding a draft of a proviso which it is proposed to add to Rule 23 of the Indian Income-tax Rules, 1922, and enquiring whether my Committee have any suggestions to make with regard thereto.

2. In reply I am to state that while my Committee approve the principle underlying the proposed amendment and consider the allowance suggested to be a reasonable one they consider that the expression "gross income," which is apparently used in that connection as synonymous with "net profit" is misleading and they would suggest that a clear expression be used.

No. 681 I.T.

GOVERNMENT OF INDIA.

BOARD OF INLAND REVENUE.

Simla, *the 3rd October* 1922.

NOTIFICATION.

In exercise of the powers conferred by section 59 of the Indian Income-tax Act, 1922 (XI of 1922), the Board of Inland Revenue is pleased to direct that the following amendments shall be made in the Indian Income-tax Rules, 1922, namely :—

1. Rule 23 shall be re-numbered 23 (1) and in the rule as re-numbered before the words "In the case of income", the words and figures "Subject to the provisions of rule 24" shall be inserted.

2. Rule 24 shall be re-numbered 23 (2), and in the rule as so renumbered, for the word and figure "rule 23", the words and figure "sub-rule (1)" shall be substituted.

3. The following rule shall be inserted as rule 24, namely :—

"24. Income derived from the sale of tea grown and manufactured by the seller shall be computed as if the growing, manufacture and sale of such tea were a business within the meaning of section 10 of the Act, and 25 per cent. of such income shall be deemed to be derived from business."

APPENDIX G-6.

THE INDIAN CONTRACT ACT, 1872.

PROPOSED AMENDMENT.

No. 623-C. of 27th November 1921.

From the Government of Bombay (Home Department), to Chamber.

I am directed by the Governor in Council to forward herewith a copy of a Resolution of Government in this Department No. 623, dated this day, and to request that you will be so good as to favour Government as soon as possible with the opinion of your Chamber on the Bill further to amend the Indian Contract Act, 1872.

GOVERNMENT OF BOMBAY.

HOME DEPARTMENT.

Resolution No. 623.

Secretariat, Fort, Bombay, 29*th November* 1921.

Copies of the accompanying letter from the Government of India and of its accompaniment should be forwarded to the High Court, the Court of the Judicial Commissioner of Sind, the Commissioner in Sind, the Commissioners of Divisions, the Advocate-General, the Solicitor to Government, the Remembrancer of Legal Affairs, the Government Pleader in the High Court, the Government Pleader and Public Prosecutor in Sind, the Chief Judge, Court of Small Causes, Bombay, and all District Judges with a request that they will favour Government as

soon as possible with their opinion on the provisions of the Bill and with such information as is readily available as to the extent of the alleged evils of champerty and maintenance in the Bombay Presidency.

2. The Commissioner in Sind and the Commissioners of Divisions should be asked to consult such selected Collectors as they may think fit.

3. The Chief Judge, Court of Small Causes, Bombay, should be asked to submit his opinion through the High Court, and all District Judges should be asked to consult the local Bar Associations and report their opinions through the High Court or the Court of the Judicial Commissioner of Sind as the case may be.

4. Copies of the correspondence should also be forwarded to the Bombay and Karachi Bar Associations, the Bombay Vakils' Association, the Pleaders' Association of Western India, the Bombay Incorporated Law Society, the Chambers of Commerce, Bombay and Karachi, the Indian Merchants' Chamber and Bureau, Bombay, the Indian Merchants' Association, Karachi, and the Bombay Presidency Trades Association, and they should be requested to favour Government as soon as possible with their opinion on the Bill.

F. No. 399-Judicial of the 2nd November 1921.

From the Government of India (Home Department), Delhi, to the Government of Bombay (Home Department).

I am directed to forward for the information of His Excellency the Governor in Council a copy of a Bill further to amend the Indian Contract Act, 1872, which Dr. H. S. Gour, a non-official Member of the Legislative Assembly, introduced in that Chamber on the 19th September 1921. The motion for introduction was accepted without any opposition from Government, and without much discussion in the Assembly. It is probable that the next stage of the Bill will be reached during the Delhi Session, which will begin in January next, and it is desirable in the meantime that the policy of Government towards the measure should be considered.

2. In order to assist them in arriving at a conclusion as to the attitude which should be adopted towards the Bill, the Government of India would be glad to be favoured with the views of His Excellency in Council together with those of the High Court and Judicial Commissioner's Court, Bar Associations and such other authorities as the local Government think fit to consult on the Bill.

Incidentally they would be glad to receive such information as is readily available as to the extent of the alleged evils of champerty and maintenance in the province of Bombay at present.

The policy of Government should be decided before the resumption of the session and it is accordingly requested that a reply to this letter may be sent so as to reach the Government of India as early as possible.

A Bill further to amend the Indian Contract Act, 1872.

Whereas it is expedient further to amend the Indian Contract Act, 1872, it is hereby enacted as follows :—

Short title, commencement and application.

1. (1) This Act may be called the Indian Contract (Amendment) Act, 192 .

(2) It shall come into force on the first day of ; and

(3) It shall apply to every agreement in respect of which any suit is instituted, or which is put in issue in any suit, after the commencement of this Act.

Insertion of new section 30-A. in Chapter II, Act IX of 1872.

2. In Chapter II, after section 30 of the Indian Contract Act, 1872, the following section shall be inserted, namely :—

Agreement by way of maintenance and champerty void.

"30-A. An agreement whereby a person promises to give information or supply funds for the maintenance of litigation or actively assist in the recovery of property in consideration of receiving a share of such property or of the proceeds of such litigation is void :

Provided that nothing herein contained shall affect a *bona fide* agreement to purchase any property, if the purchaser did not intend to secure an undue advantage for himself out of the proceeds of litigation in which a title to such property was in dispute."

STATEMENT OF OBJECTS AND REASONS.

This Bill is intended to provide statutory prohibition of transactions held void in England on the ground of champerty and maintenance, which are even punishable there as indictable offences. Although the same law does not extend to this country, the Courts proceed upon its analogy in suppressing the evil of gambling in litigation as contrary to public policy. I have discussed the subject at greater length in my Law of Transfer (4th Edition), sections 257-262, and I consider the time now ripe for checking the abuse which in certain parts of the country is reported to be notoriously rampant.

H. S. GOUR.

7th April 1921.

No. 131/4 of 26th January 1922.

From Chamber to the Government of Bombay, Home Department.

I am directed to acknowledge receipt of your letter, No. 623-C, dated the 27th November 1921, and received in this office on the 18th January 1922, and its accompaniments, in which the opinion of my Committee is invited upon the provisions of the Bill further to amend the Indian Contract Act, 1872, introduced by Dr. Gour in the Indian Legislative Assembly on the 19th September 1921.

In reply I am to say that my Committee regret that they cannot, with advantage, discuss the provisions of a Bill which, according to the Government of India's letter, is to be brought forward again in the Legislative Assembly during the present month, particularly as they observe that the documents in regard thereto were ordered to be forwarded to them on the 29th November 1921.

APPENDIX G-7.

TRADE FACILITIES ACT, 1921.

No. 3962-G of 11th May 1922.

From Government of Bombay (Revenue Department), to the Chamber.

Subject.—Trade Facilities Act, 1921.

I am directed by the Governor in Council to forward for the information of your Chamber a copy of Resolution of this Government No. 3962, dated 28th March 1922, on the subject mentioned above.

GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Resolution No. 3962.

Secretariat, Fort, Bombay, dated the 28th March 1922.

Letter from the Government of India, Department of Industries, No. I—179, dated 20th January 1922:—

"I am directed to enclose, for the information of the Government of Bombay, a copy of the correspondence noted below,* received from the Indian Trade Commissioner, London, on the above subject, together with a copy of instructions issued by the Advisory Committee appointed under the Trade Facilities Act, 1921. The Act has been published in the *Gazette of India*, dated the 24th December 1921. I am to request that, if there is no objection, the facilities afforded by the Act may be made known to business interests in the province of Bombay."

*Letter from the Indian Trade Commissioner, London, No. 23850, dated 15th December 1921. Letter from W. J. Sainsbury, Esq., Trade Facilities Act Advisory Committee, dated 8th December 1921. Letter from the Indian Trade Commissioner, London, No. 23850, dated 20th December 1921. Letter from W. J. Sainsbury, Esq., dated 16th December 1921.

RESOLUTION.—Copies of the letter from the Government of India and of its accompaniments should be forwarded to the officers concerned for information. Copies should also be forwarded for information to the Chambers of Commerce, Bombay and Karachi, the Indian Merchants' Chamber and Bureau, the Bombay Mill-owners' Association, the Bombay Presidency Trades Association, the Bombay Underwriters' Association and the Associated Exchange Banks.

2. The Act has been republished in the *Bombay Government Gazette*.

Accompaniments to Government Resolution, Revenue Department, No. 3962, dated the 28th March 1922.

Letter from the Indian Trade Commissioner, London, No. 23850, dated 15th December 1921, to the Secretary to the Government of India, Department of Industries.

I enclose 12 copies of the Trade Facilities Act, also six copies of the circular of instructions issued by the Advisory Committee appointed under that Act, also a copy of a letter from Mr. Sainsbury, the Secretary to that Committee.

2. You will see that preference to facilities under this Act will be given to suggestions coming from the British Empire, and it is requested that these facilities be made known to business interests in India. The Committee obviously expects a flood of applications.

3. I understand from Mr. Sainsbury that the scheme will operate generally in the following manner: The Treasury would require first mortgage debentures on the whole of the undertaking. The rate of interest would depend upon the state of the money market at the time being, but would obviously be regulated by the position of this Government's credit; that is, for all practical purposes for long dated

securities by the price of War Loan. It would, in fact, most probably, be a shade higher than that. War Loan is at present about 90½ so that at the moment it would practically mean that the undertaking would be giving first mortgage debentures to the Treasury at a rate of 6 per cent. at an issue rate of 95.

4. All applications must give very full and correct information under the various heads required by the Committee in their circular.

5. I have sent a copy of this letter to the Secretary to ensure that I have expressed the idea correctly and if any serious modification is required we will advise you by cable.

6. In accordance with his request I suggest that this be made known to the commercial interests in India whose plans for capital expenditure are far advanced but are held up for financial reasons. It is necessary to emphasise especially the first condition to be satisfied given in paragraph 5 of the circular, *viz.*, "that the undertaking or scheme cannot reasonably be financed without State assistance".

7. I have given a copy of the circular to Messrs. Tata for communication to their Steel Works, in case it may be of interest to them.

Letter from Mr. W. J. Sainsbury, Secretary, Trade Facilities Act Advisory Committee, dated 8th December 1921, to the High Commissioner for India, London.

As you are probably aware the Government have recently passed the Trade Facilities Act, of which a copy is enclosed with a view to reducing unemployment by guaranteeing the principal and/or interest on sums required for approved capital undertakings. The Advisory Committee established under the first section of that Act has already received a large number of applications for guarantees, and I am directed by the Committee to draw your attention to the scheme and to suggest that you should make it known to the Colony/Dominion whose commercial interests you represent. In order to assist you in this I am enclosing six copies of a circular which has been drawn up for the guidance of applicants for guarantees of loans under the Act.

I am to add that as will be seen from paragraph 5 (*e*) of the Circular, preference will be given "among applications from abroad to applications from within the British Empire".

TRADE FACILITIES ACT ADVISORY COMMITTEE.

7, Whitehall Gardens,
London, S. W. I.

1. For the guidance of applicants for guarantees of loans under the Trade Facilities Act, 1921, attention is drawn to the following extract from the Act:—

Section 1 (1).—"If the Treasury, after consultation with an Advisory Committee nominated by the Treasury for the purposes of this section,

are satisfied that the proceeds of any loan proposed to be raised, whether within or without the United Kingdom, by any government, any public authority, or any corporation or other body of persons, are to be applied towards or in connection with the carrying out of any capital undertaking, or in, or in connection with, the purchase of articles other than munitions of war manufactured or produced in the United Kingdom required for the purposes of any such undertaking, and that the application of the loan in the manner proposed is calculated to promote employment in the United Kingdom, the Treasury may, subject to the provisions of this section, guarantee in such manner and form and on such terms and conditions as they think proper the payment of the interest and principal of the loan or of either interest or principal:

"Provided that the aggregate capital amount of the loans the principal or interest of which is guaranteed under this section shall not exceed the sum of twenty-five million pounds."

According to the above the Treasury have power, after consultation with the Committee, to guarantee the principal and/or interest of loans for capital undertakings to be carried out in any country, provided that the proceeds of such loans will be applied in such manner as to promote employment in the United Kingdom.

The Treasury have no power under these provisions to make Advances or Grants.*

*Local authorities and statutory bodies not trading for profit requiring advances towards expenses are reminded that, under schemes administered by the Unemployment Grants Committee, 23 Buckingham Gate, S. W.-1, part of the charges involved in certain works may be met by the State.

2. The Government have appointed the following Committee to advise the Treasury on applications for guarantees received under the Trade Facilities Act, 1921:—

Sir R. Kindersley, G.B.E. (*Chairman*)

Sir William Plender, G.B.E.

Lieutenant-Colonel G Schuster, C.B.E., M.C.

3. It is the intention that, where possible, loans for which the Government guarantee has been approved shall be offered for public subscription.

In such cases the issue will be made by the Bank of England.

4. Applicants should supply information on the following points:—

(A) General particulars as to the purpose of the proposed loan, stating the total amount thereof, whether the guarantee is required in respect of principal and or interest, and details as to:—

Term of the loan;

Method of repayment and establishment of sinking fund out of profits to extinguish the loan;

Price at which the loan is to be redeemed.

(B) What amount will be expended in the United Kingdom, and the nature of the expenditure.

(C) The expected benefit as regards employment, giving information as to the particular industries which will be affected, and the approximate date of commencement and period of employment. If possible, an estimate should be given of the number of men who will be employed weekly during the first three months after work is commenced and subsequent periods (classified as far as practicable according to trades and localities). (Information as to the present state of unemployment in the localities affected will be helpful to the Committee.)

(D) Charges which can be given to secure the loan. On this point the Committee desire information as to the assets and revenues which will be available as security for the loan, and particulars of any existing charges thereon. These particulars should be supplemented by copies of the most recent Balance Sheets and Profit and Loss Accounts, and by a statement for, say, the last five financial years, showing clearly the yearly net profits remaining after meeting all outlays and provisions (including Depreciation, Excess Profits Duty and Corporation Profits Tax) and interest and sinking fund instalments on all debentures, etc., which will rank prior to the proposed loan.

(E) The additional yearly net revenue expected to be earned as a result of the proposed expenditure.

(F) How it is proposed to pay the interest on the loan during the period of construction, whether out of existing sources of revenue or out of the proceeds of the loan.

(G) In regard to plant, machinery, or other materials to be ordered, any evidence which is available from tenders already received or otherwise to show that all reasonable steps have been taken to ensure that orders will be placed in the United Kingdom at prices competitive with those quoted by supplies in other countries.

(H) Satisfactory evidence confirming the estimated cost of the undertaking for which the proposed loan is to be raised and that the sum asked for will, making reasonable allowances for all probable contingencies, be sufficient to complete such undertaking.

(I) Particulars as to the preliminary formalities, if any, which will be necessary before issuing the loan or commencing the work (*e.g* Sanction of Parliament, Meetings of Proprietors, etc.).

(J) Particulars of any attempts which have already been made to finance the scheme, giving details of the terms which could have been obtained.

(K) Information as to whether any guarantee is proposed as additional security beyond specific assets and profits of the borrower for the charge.

5. The attention of applicants is drawn to the following statement of essential points on which the Committee must be satisfied, which appeared in the public press on the 23rd November 1921:—

"Before recommending the approval of an application the Committee will require to be satisfied—

(1) that the undertaking or scheme cannot reasonably be financed without State assistance;

(2) that it is of such a nature as to reduce unemployment in the United Kingdom and by increasing the means of production or reducing their cost or otherwise to secure adequate benefit to the public in return for the public assistance given.

Amongst applicants who satisfy the Committee on the above essential points, preference will be given to—

(*a*) Applications which ensure the immediate placing and execution of orders for export.

(*b*) Applications under which securities can be readily issued to the public.

(*c*) Applications to which minimum of financial risk attaches.

(*d*) Applications which will be quickly rather than slowly completed.

(*e*) Among applications from abroad, to applications from within the British Empire.

(*f*) Applications under which orders will be placed in the United Kingdom on basis of prices competitive with those quoted by suppliers in other countries."

Letter from the Indian Trade Commissioner, No. 23850, dated the 20th December 1921, to the Secretary to the Government of India, Department of Industries.

In continuation of my letter No. 23850, dated 15th December, I enclose a copy of a letter I have now received from Mr. Sainsbury, Secretary of the Advisory Committee of the Trade Facilities Act, and would ask you to amend my early letter in this sense.

The Treasury does not, of course, advance money that would be required. It merely guarantees the payment of the interest or the repayment of the principal or both. The aggregate capital amount of loans guaranteed under this Act is limited to £25,000,000.

Letter from Mr. W. J. Sainsbury, dated 16th December 1921.

I have just received your letter No. 23850 of the 16th instant. I think the letter which you have sent to the Department of Industries, Delhi, is an admirable summary of the position. The only phrase at which I can possibly cavil is the last sentence of the third paragraph in which you say "War Loan is at present about 90½ so that at the moment it would practically mean that the undertaking would be giving first mortgage debentures to the Treasury at the rate of 6 per cent. at an issue rate of 95". This may perhaps be a trifle obscure to its readers, and I think the obscurity, such as it is, arises from your natural desire to compress your statement as far as possible. Perhaps a clearer statement would be "War Loan is at present about 90½ so that at the moment it would practically mean that the undertaking would obtain its money at a rate of 6 per cent. at an issue rate of 95". It scarcely seems to me necessary to refer to the Treasury in this connection, and it may conceivably lead to a little misunderstanding.

But the point is a very small one, and it is quite likely that no misunderstanding will arise at all. In any case I am very much obliged to you for letting me have an opportunity of seeing your letter, and if there is anything at any time that I can do to help, I should be only too ready.

APPENDIX H-1.

INTERNATIONAL LABOUR CONFERENCE.

DELEGATE FROM EMPLOYERS IN INDIA.

No. 581-A.C. of the 21st July 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

International Labour Conference.

I am directed to send you herewith the undernoted copy of a letter from the Bengal Chamber of Commerce, with its enclosure, intimating that the Committee have nominated Mr. A. W. Dods, C.I.E., as the delegate from employers in India to the fourth session of the above Conference.

No. 2372-1922 of the 19th July 1922.

From Bengal Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to send to you for information copy of a letter which the Committee of this Chamber have addressed to the Government of India, Department of Industries, with regard to the nomination of Mr. A. W. Dods, C.I.E., as the delegate from employers in India to the fourth session of the International Labour Conference, which is to be held in Geneva in October of this year. It will be within your recollection that Mr. Dods attended the Geneva Conference last year as one of the advisers to Mr. Saklatwalla, who was the employers' delegate.

No. 2370-1922 of the 19th July 1922.

From Bengal Chamber to the Government of India, Department of Industries, Simla.

I have the honour to confirm my telegram to you No. 2337, dated the 17th July reading:—

> "Reference fourth session International Labour Conference to be held Geneva next October Bengal Chamber recommend appointment of A. W. Dods as employers delegate. Letter follows".

As stated therein this Chamber desire to recommend the appointment of Mr. A. W. Dods, C.I.E., as the delegate from employers in India to the fourth session of the International Labour Conference which is to be held in Geneva in October 1922. As the Government of India are aware, Mr. Dods attended the Geneva Conference last year as one of the advisers to Mr. Saklatvala, who was the employers' delegate.

No. 1263-211 of the 28th July 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 581-A. C., dated the 21st July 1922, and its accompaniment, and to say that my Committee approve the nomination by the Bengal Chamber of Mr. A. W. Dods, C.I.E., as the employers' delegate for India at the forthcoming session of the International Labour Conference.

No. 796-A.C. of the 16th September 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

International Labour Conference.

In continuation of my letter No. 581-A.C., dated the 21st July in the above connection, I am directed to send you the attached copy of a resolution by the Government of India, Department of Industries, No. L. 1065, dated 10th September, nominating the delegates to the Geneva Conference which begins on the 18th October. It will be noticed that Sir A. D. Pickford has been nominated as the delegate of the employers in place of Mr. A. W. Dods, C.I.E. It appeared, subsequent to the submission of the name of Mr. Dods to the Government of India, that he would not be able to act, and the Bengal Chamber of Commerce nominated Sir A. D. Pickford in his place. Information has not been received as to whether he can act, but as his name is given in the resolution it is assumed that the Government of India have ascertained that he is available.

Resolution No. L-1065, dated Simla, 13th September 1922, from the Government of India, Department of Industries.

In pursuance of Article 389 of the Treaty of Versailles, the Government of India hereby nominate the following officials and non-officials as delegates to represent the Government of India, the Employers and the Workers respectively, at the meeting of the International Labour Conference to be held at Geneva commencing on the 18th October 1922:—

1. Delegates of the Government of India:—

   B. N. Basu, Esquire, Member of the Council of India.

   Sir L. J. Kershaw, K.C.S.I., C.I.E., Secretary, Industries, and Overseas Department, India Office, London.

2. Delegate of the Employers:—

   Sir A. D. Pickford, Kt., of Messrs. Begg Dunlop and Company, Calcutta.

3. Delegate of the Workers :—

   N. M. Joshi, Esquire, M. L. A., of the Servants of India Society, Bombay.

2. The Delegate of the Employers has been nominated on the recommendation of the Bengal Chamber of Commerce, Calcutta, the only employers' organisation which definitely submitted any name for consideration.

3. The Workers' delegate has been nominated on the recommendation of the Executive Committee of the All-India Trade Union Congress.

4. In view of the nature of the agenda for the forthcoming Conference which does not include any technical questions and also in consideration of the suggestion made by the Director, International Labour Office, the Government of India have decided that the appointment of technical advisers is not necessary and no advisers have accordingly been appointed.

Ordered that this Resolution be published in the Supplement to the *Gazette of India*.

APPENDIX H-2.

INTERNATIONAL SANITARY CONVENTION, 1912.

D. O. No. 37 of the 19th July 1922.

From the Government of India (Department of Education and Health), Simla, to Chamber.

I am desired to forward a copy of a note, dated the 21st June 1922, by the Public Health Commissioner with the Government of India on the revision of Parts II and III of the International Sanitary Convention of 1912. The revision of these parts will be taken up in Paris in October 1922 and it is essential that the Government of India should formulate and communicate their views to the India Office in time. Copies of the note have also been sent to the local Government who have been asked to furnish the Government of India with their views after consulting local commercial and shipping interests. In order to save time, however, the Government of India will be glad to be furnished direct as soon as possible with a copy of any remarks or suggestions regarding the revision of Parts II and III of the Convention which the Chamber may make to the local Government.

Note by the Public Health Commissioner with the Government of India on the revision of Parts II and III of the International Sanitary Convention of 1912.

I think it would be advisable to consider in what manner the various sections in Parts II and III of the International Sanitary Convention affect the population, pilgrimages and commerce of India, and the indications for emendation from India's point of view. I suggest that the Maritime Governments be again approached for opinions, and I attach a few notes in the hope of facilitating the adoption of a definite line of action.

2. *Part II. Section I.*

Article 54. This article prohibits medical inspections at night except at Alexandria and Port Said, where medical inspection of 1st and 2nd class passengers at night is permitted. These two ports are excepted because ships taking in passengers from Egypt may arrive during the night. This applies with equal force to some Indian ports, *i.e.*, Bombay in the case of City Line boats calling for passengers on the voyage from Karachi to Liverpool or Plymouth. This may not happen very often, but it has once in my experience; the result was the reduction of medical inspection to a mere farce.

Section II.

Article 57. Gives power to the Egyptian Sanitary Board to make special regulations. Compare this with Part III, Article 90, which confers similar powers on the Constantinople Board of Health. India has definite experience that the regulations framed by the latter Board were not in conformity with the Paris Sanitary Convention.

It is probable that these articles will be amended without any definite action by the Government of India, but I think the Government of India should decide if support should be given to any article which confers powers on Health Boards to issue discriminating regulations. Such discrimination is not admitted by the articles, but under existing conditions there is no International Body to whom a country can appeal against such regulations. It is for consideration if the Health Committee of the League of Nations should not be constituted under the Convention as a Board of appeal.

Section III (*A*).

Articles 59, 60 *and* 61. I suggest that local Governments should examine these articles carefully. The Shipping Companies may have some information relating to the manner in which they have been applied and practical suggestions.

Section III (*B*).

Does not concern India.

Section IV.

Will only concern the Government of India if the organisation is international and paid for by countries forming the League of Nations.

Section V.

I suggest examination in the light of actual experience of shipping companies.

Section VI.

Article 83. This certainly concerns India, for it is probably aimed at limitation of spread of infection by pilgrims to Mesopotamia. I have very little information about these pilgrimages. It is clear that Karachi is the chief port of embarkation, with Bombay of secondary importance. The Shias visit Kerballa, Najaf and Samara, and Sunnis the shrine at Baghdad. I do not know if pilgrims embark at Persian Gulf Ports. The port of debarkation is Basrah. The B. I. Company state that about 2,500 pilgrims sail from Karachi every year, but there is no method by which the number can be accurately ascertained. The Mesopotamian pilgrims do not require passports, only identification certificates, and there is no necessity for the countersignature of these certificates at port of embarkation. The Protection of Pilgrims Act and the Pilgrim Ships Act do not apply to Mesopotamian pilgrims.

I do not anticipate a discussion of the pilgrimage to the Mesopotamian Holy Cities when this Section is considered at Paris, but it may be brought up, and the representative of the Government of India should have full information and instructions.

Part II. Chapter I.

Article 86. The words "if local circumstances permit" will have to be retained. There *may* be an attempt to delete them.

Articles 88 *and* 90. See remarks above under Article 57.

Article 92. Might well be eliminated.

Chapter II. Section I.

The whole section requires examination in the light of shipping experience.

Article 98. Government of India rules provide for hospital accommodation for 2½ per cent of pilgrims. The actual need for accommodation should be evident from the diaries of medical officers. I have never seen these diaries.

Article 99. The footnote requires amendment—plague is not a disease which has ever given trouble.

Article 100. Need for 2nd doctor should be justified by experience. I believe no such stipulation is made in the case of emigrant ships.

Section II. No remarks.

Section III. No remarks.

Section IV.

Article 122. This will require modification. It will be remembered that the Holt Company recently made a representation to the International Pilgrimage Committee. Ships carrying pilgrims in addition to other passengers, and which only call at Jeddah *en route* to further ports, should be excused the call at Kamaran except for the purpose of medical inspection. Sanitary measures should only be taken at Kamaran when the ship is suspected or infected. If healthy the ship should go on to Jeddah.

Article 124. It is probable that Article 124 will be amended. An attempt will be made to enforce deratisation of every ship before it is accepted as a pilgrim ship. If so, I do not think it can be opposed successfully, except on the ground that plague has never been a nuisance to the pilgrimage. Fumigation of pilgrim ships is now carried out in Bombay.

Article 125. Will be amended to include small-pox and perhaps typhus fever.

Articles may be added dealing with land quarantine, that is, for passengers arriving from the north by rail. In the interest of Indian pilgrims, I think, the Government of India should support the principle of land quarantine.

The Government of India should press for the addition of an article prohibiting the imposition of quarantine measures for a second time, unless the health of the pilgrims necessitate it. I am referring to quarantine at Jeddah supplementary to Kamaran. The Government of India will undoubtedly support any proposal for equalisation of sanitary dues, and the placing of all sanitary stations under one authority.

Section V. A. No remarks.

Section V. B. Art. 142. I am of opinion that, in years when cholera is epidemic in the Hedjaz, pilgrim ships should call at Kamaran for medical inspection on the return journey. In the event of cholera cases being discovered the ship should be detained, and the passengers disembarked for action similar to that laid down in Art. 125.

This suggestion is in the interest of the pilgrims, and not for the protection of India from the introduction of more infection.

Chapter III. Penalties. No remarks.

No. 1701-D. of the 23rd August 1922.

From the Government of Bombay (General Department) to Chamber.

Subject.—Revision of the International Sanitary Convention, 1912.

I am directed by the Governor in Council to forward herewith copy of this Government Resolution, No. 1701, dated the 31st July, 1922, on the subject mentioned above, and to request that the views of your Chamber in the matter may be communicated to Government at a very early date.

GOVERNMENT OF BOMBAY.

GENERAL DEPARTMENT.

Resolution No. 1701.

Secretariat, Fort, Bombay, dated the 25th August, 1922.

Memorandum from the Government of India, Department of Education and Health (Sanitary) No. 486, dated the 31st July, 1922:—

"A copy of the undermentioned papers* is forwarded to the Government of Bombay, for information."

Memorandum from the Government of India, Department of Education and Health (Sanitary), No. 503, dated the 9th August, 1922:—

"A copy of the undermentioned papers† is forwarded to the Government of Bombay in continuation of this Department endorsement No. 486, dated the 31st July, 1922, and with the request that the views of the local Government may be communicated to the Government of India as soon as possible."

RESOLUTION.—Copies of the memoranda from the Government of India and accompaniments should be forwarded to the officers concerned and Chambers of Commerce and the Indian Merchants' Chamber and Bureau and they should be requested to submit their views to Government by the 10th of September at the latest.

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* Letter from the India Office, No. C. & R.-2412-22, dated the 13th July, 1922, and enclosures.

† Extract from the Minutes of the Inter-Departmental Quarantine Committee, dated the 8th June, 1922.

Accompaniments to Government Resolution, General Department, No. 1701, dated the 25th August, 1922.

Extract from the minutes of the Inter-Departmental Pilgrimage Quarantine Committee, dated the 8th June, 1922, received with India Office letter No. C. &. R.-2328, dated the 28th June, 1922.

Report of the League of Nations Epidemiological Commission.

The Chairman gave a brief account of the enquiry of the Commission of the League of Nations which had recently visited the Near East to inquire into international arrangements regarding epidemic disease prevention.

The provisional copy of the report of that Commission which was before the Committee, is practically the same as the final revised text. The latter is now being distributed from Geneva to the Council and to all countries Members of the League (League document—C.—342 M.—193-1922). The report is dated April 10th and is signed by all the six members of the Commission, *i.e.*, Dr. Madsen (President, Denmark), Sir G. S. Buchanan (Great Britain), Dr. Granville (Egypt), Dr. Jitta (Holland), Dr. Jorge (Portugal), and Dr. Vielle (France). All but the last named are also delegates to the Office International d'Hygiene Publique, and the report has already been communicated to that Office as well as to the Health Committee of the League, which has forwarded it to the Council. In so doing, the Health Committee has drawn the attention of the Council to the detailed suggestions in the report for the revision of Parts II and III of the International Sanitary Convention, 1912, and has represented the great practical and public health importance of securing revision of the whole of that Convention at the earliest possible date. Formal steps for the revision of the Convention, however, rest in present circumstances with the French Government which has now received from the Office International d'Hygiene Publique a draft of the revision proposed by that office for Part I of the Convention (General Provisions). The Office International has asked the French Government to call a new Sanitary Conference to make a new International Sanitary Convention the technical basis of which, as regards Part I is already completed and as regards Parts II and III will be completed by the Office in October, after further study of the proposals made by the League of Nations Near East Commission.

The Chairman considered that it was unnecessary to trouble the Committee with observations on those suggestions in the report which were of a purely technical and medical character. These are hardly at all controversial and are in accord with alterations in the General Provisions of the Convention which have already been decided on by the Office International d'Hygiene as desirable. On the more administrative questions a few observations were desirable. The Commission was naturally obliged to consider future port sanitary and quarantine work in the Near East in connection with administrative bodies, but

was in considerable difficulty in consequence of the many uncertainties regarding the future of administration in the Egyptian and Suez Canal ports, in Kamaran, on the Hedjaz railway, as well as in Palestine, Syria and Constantinople. The Commission had reported on conservative lines, assuming and approving the continuance of the Sanitary Maritime and Quarantine Board of Egypt, assuming continued British control of quarantine measures at Kamaran, and assuming also that the settlement of questions like the control of the Hedjaz railway and the sanitary administration of ports, etc., no longer in the Turkish Empire would be made on lines similar to those indicated in Article 428 of the Treaty of Sevres. The report, for example, contemplates the establishment of a co-ordinating committee for the pilgrimage such as would be set up if that article of the Treaty of Sevres became operative. He indicated that the Commission had taken this line, after some hesitation and considerable discussion, in preference to recommending the establishment of a new international health and quarantine organisation under the League of Nations—either for port sanitary and quarantine work in all parts of this Near Eastern area, or at least for some parts of it, such as the whole sanitary defence of the Mecca pilgrimage. To several of the Commission a larger international scheme seemed a preferable solution, and they only rejected it because its realisation seemed likely to raise many and perhaps insuperable practical difficulties which might be avoided by building on what at present exists or has at least already politically been considered feasible in Article 428.

In this connection and in relation to the more important changes proposed in the report, the Chairman thought it right to point out that the Commission always seemed ready to accept the view that administration of any important quarantine station which was under British control would be satisfactory and efficient from a public health pointof view. That, for example, continued British responsibility for Kamaran would mean that all really essential work for the maintaining and staffing of that station would be undertaken. Similarly, that, if the land quarantine station for the Mecca railway is established in Transjordania as the Commission suggested, and is administered by British authorities as the Mandatory Power, capital would be found for the considerable work necessary to establish such a station, whatever might be done afterwards in repaying it from pilgrim dues. It seemed to him important that this question of sufficiently equipping and maintaining British sanitary stations should be kept fully in mind by the Government departments concerned in this country when final decisions are reached. Otherwise, from the public health side, it might after all be better to take up solutions involving direct international control.

Referring to the Co-ordinating Committee for the pilgrimage as proposed in the Commission's report, he mentioned that some members of the Commission at first favoured the inclusion in this Committee of representatives of many countries interested in the pilgrimage (*e.g.*, Holland) but not in control of pilgrimage quarantine stations. It was ultimately decided to advise limitation to the authorities actually

controlling the three key quarantine stations on the ground that it was these authorities that are incurring expense and undertaking the actual administration. He had himself suggested that a Dutch representative might be included if Holland was prepared to participate in the expense of Kamaran but this view did not seem very acceptable to his Dutch colleague.

It had been the hope of the Commission, in which he shared, that by the conclusion of a new treaty with Turkey the lines of future port sanitary and quarantine administration in these regions would be laid down and settled on broad lines (*e.g.*, as in Article 428) before the proposed International Sanitary Conference is held. If this were done, the revision of Parts II and III of the Convention would be a relatively easy matter. The prospect of a speedy completion of a new International Sanitary Convention did not however seem hopeful if these Near Eastern administrative and political matters had to be settled by representatives of 50 or 60 countries, many of which are very little interested in the question, coming together in Paris next year.

Copy of a letter No. C. and R.—2412/22, dated the 13th July 1922, from the India Office, to the Secretary to the Government of India, Department of Education and Health :—

"In continuation of this Office letter of the 13th June, C. & R. —1646/22, with which was forwarded the Report of the Delegate for India to the May Session of the Permanent Committee of the International Bureau of Public Health, I am directed by the Secretary of State for India in Council to refer to the report of the Commission appointed under the Health Organisation of the League of Nations to enquire into International Arrangements regarding Epidemic Disease Prevention in areas of the Near East and in connection with the Mecca Pilgrimage.

"2. A provisional text of this Report formed one of the enclosures to the Report of Major-General Sir Havelock Charles which is referred to above. A short resume of the main features of the report is given by Sir George Buchanan, the British Member, in the Minutes of the 16th Meeting of the Inter-Departmental Pilgrimage Quarantine Committee held on the 8th June of which a copy has already been sent to you.

"3. As it is proposed to discuss at the October Session of the Permanent Committee of the International Bureau of Public Health the text of the draft revision of Parts II and III of the International Sanitary Convention of 1912, proposed by the League of Nations Commission, the Secretary of State in Council desires that the Government of India may be moved to communicate as early as possible their views regarding the proposed text and any other matters arising out of the Report of the Commission, particularly with reference to the Mecca Pilgrimage quarantine arrangements. In this connection, attention is drawn to draft Articles 67, 86, 121—3, 132—145, 147—148,

" It will be observed from the enclosed copy of a letter addressed by the President of the International Bureau of Public Health to the French Foreign Office, that a copy of the proposed draft of Parts II and III of the revised Convention has been transmitted for information in connection with the request of the Bureau that steps may be taken to summon an International Conference of the Powers for revising the Convention of 1912."

Extracts from the Minutes of the Inter-Departmental Pilgrimage Quarantine Committee, dated 8th June 1922.

The Committee had before them the minutes of the 15th Meeting of the Committee and copies of the correspondence arising therefrom, also copies of a provisional issue of the report of the League of Nations Epidemiological Commission which met in February and March 1922 to enquire into international arrangements regarding epidemic disease prevention in certain areas of the Near East and in connection with the Mecca pilgrimage, and to propose modifications in Parts II and III of the International Sanitary Convention of 1922.

Points arising out of 15th Meeting.—Major Young explained that in the present circumstances, the administrative control of the island of Kamaran could not be taken over by the Colonial Office. Considerable discussion took place on the means by which adequate quarantine measures can be maintained at Kamaran, particularly as for the present at all events, no funds for current administration are likely to be available other than the quarantine receipts. These funds should be used to the best possible advantage. In order to simplify channels of communication it was suggested that financial authority in respect of quarantine expenditure might be delegated to the Resident at Aden, who should, for this purpose, be responsible to the Committee through the India Office or Colonial Office and not through the Governments of India and Bombay, provided those two Governments agreed. The Committee were informed that General Scott was expected home at the beginning of July, and it was accordingly decided to call a further meeting of the Committee to discuss this question shortly after his return. Meanwhile it was agreed that the India Office should telegraph to the Government of India, requesting an early report on the receipts and expenditure in connection with the Kamaran quarantine station since the end of the war, with special reference to the question whether post-war quarantine receipts were being treated as part of the general revenues of Aden or of the Government of Bombay or not.

The India Office representatives informed the Committee that a series of further communications from the Government of India on the control and administration of quarantine in Kamaran and the situation of the Indian pilgrims at Jeddah have just been received and would be circulated.

The Committee decided to defer further discussion on these questions also until these communications are before them.

* * * * * *

Translation.

Paris, June 3rd, 1922.
195, Boulevard St. Germain (VII).

Office International
d'Hygiene Publique.

Reference: Revision of the International Sanitary Convention of 1912.

Monseieur le President,

Following on the resolutions adopted by the Committee of the Office International d'Hygiene Publique during the session of November 4th, 1919, and which I had the honour of transmitting to the French Government on December 31st following, the Committee received your Department's letter of October 11th, 1920, enclosing the text of the process-verbal of the ratification of the International Sanitary Convention of January 17th, 1912, and proceeded with the examination of the modifications which it would be opportune to make in the text of the present International Sanitary Agreement during the sessions of October 1920, April and October 1921, and the just completed session of May 1st to 10th.

In studying the matter, the Committee has not failed to pay due attention to the suggestions contained in the letters emanating from some of the signatory Powers and communicated by the French Government during 1920. In addition to these the delegates of signatory Powers, represented at the Office International, have also put forward the views held by their Governments on the question of revision of the provisions now in force in the above-named Convention.

Thanks to these important documents, the Committee was able to complete revising the provisions of Chapter I (General Provisions) of the 1912 Convention on May 8th last.

I have the honour to transmit herewith to the French Government duplicate copies of the projected revision showing the suggested modifications with regard to the existing text of Chapter I.

With regard to Chapter II (Special provisions in regard to Eastern and Far Eastern countries) and Chapter III (Special provisions regarding pilgrimages), the President of the League of Nations' Provisional Health Committee handed, during the May 1922 session, the quite recent report of the Commission appointed by the League of Nations

to "inquire into the international arrangements for the prevention of epidemic diseases in certain areas of the Near East (basin of the Eastern Mediterranean and the Black Sea) and in connection with the Mecca pilgrimage", to the Permanent Committee of the League of Nations. The Committee of the Office International appreciates the interest and importance of the Commission's report, a copy of which is enclosed herewith, with regard to the revision of Chapters I and II of the 1912 Convention and has decided to discuss the suggestions formulated therein during the session of October 1922.

The Committee of the Office International think that the enclosed documents may perhaps now furnish sufficient grounds for the French Government to approach the powers signatory to the 1912 International Convention as also those who were represented only at the 1911 Conference as well as the Governments formed as a result of the political changes following the Great War, with a view to fixing a day on which it would be convenient to call an International Conference for revising the Convention of 1912, the discussions would be based on a project which the Committee hope to complete during the forthcoming session of October 1922.

The Committee was unanimous in appreciating the importance of completing the revision of the existing Convention as quickly as possible both in the interests of international hygiene and of international commerce.

I have, etc.,

(Sd.) O. VELGHE.

To—The President of the Council, Ministry of Foreign Affairs, Paris.

No. 1604/212 of the 7th September 1922.

From Chamber to the Government of India (Department of Education and Health), Simla.

I am directed to acknowledge receipt of your letter, D. O. No. 37, dated the 19th July 1922, requesting a copy of any remarks and suggestions which this Chamber might forward to the local Government regarding the revision of Parts II and III of the International Sanitary Convention, 1912 ; and of its accompaniment, a copy of a note, dated the 21st June 1922, by the Public Health Commissioner with the Government of India on the same subject. I am also to thank you for forwarding to this Chamber, for consideration in the above connection, a copy of the Report of the Special

Committee of the League of Nations regarding the modification proposed in Parts II and III of the International Sanitary Convention, 1912.

2. In reply, I am to subjoin hereunder my Committee's comments on certain of the Articles of the Convention under consideration.

In the following paragraphs, the letters "O" and "N" refer to the text of the 1912 Convention and the text of the proposed modifications, respectively, as enumerated in the annexture to the Report of the Special Committee of the League of Nations.

Part II.—Section I. Article 54-O.

My Committee consider that, as examination stations are adequately lighted and permit of examinations being conducted equally efficiently at night as in daylight, the present system of insisting on the examination of first and second class passengers taking place between sunrise and sunset might be discontinued at ports of embarkation. Besides assisting the despatch of shipping, my Committee desire to point out that this would be a convenience to passengers, especially to those on board steamers lying in tidal rivers who, under the present regulations, are often compelled to remain on board from sunset to sunrise at the docks or jetties.

Section II. Article 57-O.

It appears to my Committee that the Article referred to covers the Public Health Commissioner's remarks in the same connection. If, however, his experience proves that the article actually contains discriminatory powers then they are in agreement with his remarks, as, otherwise, it might result in unnecessary restrictions being imposed without shipowners having any means of redress.

Section III (A). Article 59-O.

For healthy ships calling and remaining in quarantine at infected ports, my Committee consider that days of observation should be reckoned from the time of their departure from the last infected port where they obtained free pratique.

Section V.

My Committee suggests that shipping agents of passenger lines at Port Said and Suez may be in a better position to give information, though, on general lines, they are in agreement with the provisions of this section.

Section VI. Article 83-*O.*

At Bahrein and Bushire and all Persian Gulf Ports pilgrims for Kerbella, embark as deck passengers and my Committee consider that, in the case of all healthy ships, pratique should be granted after the passengers have disembarked at the quarantine station and the steamer's passenger accommodation has been disinfected. At present, ships are kept in quarantine. If the question of Mesopotamian pilgrims is brought up at the Conference, my Committee suggest that the Government's representative should insist on the question being referred back for further consideration, as the present arrangements work quite satisfactorily and they consider that the exemption at present allowed under the Pilgrim Ships Act, 1895, should continue.

Part III.—Chapter I.—Article 85-*O & N.*

My Committee agree with the proposed slight modification of the original text.

Article 86-*O & N.*

My Committee wish to maintain the strongest possible attitude in favour of compulsory return tickets.

The conditions endured by indigent pilgrims in Jeddah are such as, in their opinion, to render this clause an absolute necessity, and they strongly urge that there shall be no condition appended, such as "if circumstances permit."

In this connection, my Committee are authoritatively informed that, up to the 20th June of this year, 3,900 pilgrims from India had been landed in Jeddah, of which number only 850 held return tickets; the balance had already become potentially destitute pilgrims, most of whom would have to

be repatriated either at Government expense or by the shipping companies or by charitable funds.

Moreover the mortality amongst such pilgrims who have lost or been robbed of the wherewithal to purchase their return tickets back to India is very high. In the light of these facts, my Committee cannot conceive the case for compulsory return tickets as being anything but complete.

Article 88 *O & N.*

My Committee find it impossible to agree with provisions, the nature of which has not yet been disclosed. However, they see no objection to the proposed modification of this Article, provided that the amended provisions do not materially depart from those of the Pilgrim Ships Act, (Act XIV of 1895) modified for short voyages, and that there are no unnecessary quarantine restrictions imposed.

Article 89-*O & N.*

My Committee desire to point out that of late years, the type of pilgrims travelling first and second class has greatly improved and that, since the effect of the revised text is to prevent pilgrims who travel first and second class from being counted as ordinary passengers under Section 5 of Act XIV of 1895, they consider that the revised version is not necessary and serves no useful purpose.

Article 91-*O*, 90-*N*.

My Committee suggest that, as a matter of Commercial procedure, the words "or Agents" should be inserted after the word "Captain."

Part III. –Chapter II. -Article 94-*O*, 93-*N*.

The last paragraph of Article 93 provides for an allowance of 24 sq. ft. for each pilgrim carried in lower between-deck, instead of 16 sq. ft. as at present; but my Committee consider that there is nothing whatsoever to justify this large increase of space. Each pilgrim carried in lower between-decks is allowed 10 sq. inches of ventilating space, *i.e.*, area of ventilating shaft, as against 5 sq. inches in upper between-decks;

moreover, extra artificial ventilation is provided in the form of fans and my Committee maintain that these provisions entirely and adequately cover the conditions in lower between-decks. They think that perhaps this Article was drafted without reference to Government of India Notification, No. 1002, dated the 14th October 1910, Section 19, of which the Commission may not have been aware.

Article 95-*O*, 94-*N*.

My Committee draw attention to the fact that the revised version takes no account of the number of pilgrims on board and they consider that there are times when there is no need for three washing places, for example, it frequently happens that at the beginning of the pilgrim season vessels sail with only two or three hundred pilgrims on board ; in cases in which, however, a ship carries a thousand pilgrims, or more, they agree with the revised version.

Article 96-*O*, 95-*N*.

My Committee observe that this Article allows for latrines at the rate of 2 per cent. while in point of fact, Act XIV of 1895 provides for 3 per cent. Moreover they take very strong objection to the deletion of the words "there must be no closets between decks or in the hold," which appear in the 1912 text, except in so far as 1st and 2nd class passengers are concerned. They consider it wholly bad and insanitary in practice to fit 3rd class latrine accommodation in between-decks.

Article 97-*O*, 96 *N*.

My Committee are most strongly in favour of amending this Article so as to prohibit the use of fires on all decks below the upper-deck. While admitting that it has been found impossible to prevent pilgrims lighting fires and using their own stoves on the upper-deck they consider that this practice is not nearly so dangerous as the habit of using fires in between-decks, which, apart from the fact that the choking smoke causes great inconvenience to other pilgrims in the between-decks, seriously endangers the safety of the ship and is against all dictates of prudence.

Article 98-*O*, 97-*N*.

In view of the fact that the figures for hospital accommodation in the new version are identical with those in the original text my Committee consider it desirable to point out that the Government of India Notification, No. 1902, dated the 14th October 1910, Section 54, has been amended with a view to reduce the percentage of hospital accommodation to one half, *viz.* 2½ per cent. of the pilgrims carried calculated at 32 sq. ft., or 3 sq. meters per pilgrim.

My Committee are informed that experience has shown this allowance to be amply sufficient for all needs, even in 1920 when an outbreak of cholera occurred in the early part of the season. They believe that the Government of India thoroughly examined the whole question during 1915, 1916 and that there is no evidence whatsoever to necessitate a reversal or modification of the decision then arrived at and which is now in force. They further understand that the reduction of the hospital accommodation was concurred in at that time by the present Surgeon General with the Government of Bombay, Major General Jennings, who in his capacity as Port Health Officer of Bombay for many years had the fullest opportunity for observing the amount of space actually required. They are accordingly strongly of the opinion that this paragraph should be redrafted in order to bring the allowance into conformity with the requirements of the Government of India in that connection, namely 2½ per cent.

For reasons already stated (Art. 95), my Committee are firmly opposed, on sanitary and epidemiological grounds, to the fitting of fixed latrine accommodation to ships' hospitals as the present system of portable commodes is more cleanly and renders disinfection more certain and easy.

Article 101-*O*, 100-*N*.

For the reasons enumerated below my Committee affirm that this Article is obsolete and should be cancelled and, similarly, Article 144-O, 156-*N*, should also be deleted :—

(1) The destination of a pilgrim ship can only be Jeddah and is in any case the essence of the contract when the ticket is bought.

(2) The fullest information as regards price of tickets is circulated at the various Mussafferkhanas, Pilgrim Booking Offices, etc., and, in nine cases out of ten, the pilgrim has already bought his ticket when he proceeds on board.

(3) Pilgrims invariably elect to provide and use their own food. As a matter of fact at least one shipping company issues notices showing the daily ration of drinking water, adding that such water is entirely free; these notices serve a far more useful purpose than any which might be issued in accordance with sub-sections 3 and 4 of this Article.

Articles 122-123-*O*, 121-122-*N*.

My Committee cannot see the necessity for healthy ships calling at Kamaran at all, and still less for the procedure outlined in Article 123-*O*, 122-*N*.

My Committee are aware, of course, that this has been the rule and practice heretofore but their experience has been that it merely causes unnecessary delay to pilgrims on board healthy ships. They accordingly recommend that if no case or suspected case of epidemic disease has occurred since the vessel left Aden it should proceed direct to Jeddah.

Alternatively, if calling at Kamaran is insisted upon in all cases, they consider that healthy ships should not be obliged to call at Aden, as they are at present required to do under Section 29 of Act XIV of 1895.

Article 124-*O*, 123-*N*.

It is the considered opinion of my Committee that vessels which have no cases of plague or cholera on board and have had no fresh cases of plague within seven days, or of cholera within five days, of arrival off or near to Kamaran, should be treated as healthy ships and proceed direct to Jeddah, provided that they have been inspected at Aden.

Article 142-*O*, & *N*.

For reasons which will be clear (*vide* Part II of the Public Health Commissioner's note) my Committee advocate that adequate safeguards be provided against the imposition of double and unnecessary quarantine restrictions and against double sanitary dues, *i.e.*, for ports of embarkation in the Hedjaz and again at Kamaran.

Article 148-*N*.

My Committee's views on Article 142 apply also to the provisions of this Article.

Part III, Chapter III.

My Committee do not desire to offer any comments on this Chapter except to suggest that Article 154-*N*, should be cancelled (*vide* remarks on Art. 101-*O* and 101-*N*, ante).

No. 1605-212 of the 7th September 1922.

From Chamber to the Government of Bombay (General Department).

I am directed to acknowledge receipt of your letter No. 1701-D, dated the 23rd August 1922, and its accompaniments, on the subject of the proposed revision of the International Sanitary Convention, 1912.

2. In reply I am to forward herewith, for the information of the Government of Bombay in your Department, the enclosed copy of my letter, No. 1604-212, dated the 7th September 1922, to the address of the Secretary to Government of India, Department of Education and Health (Sanitary), which embodies the views of my Committee on the subject under reference.

APPENDIX H-3.

INDIAN FACTORIES (AMENDMENT) ACT, 1922.

(1) PROPOSED AMENDMENT OF SECTION 2 (8).

No. 3062/D. of the 16th August 1922.

From the Government of Bombay (General Department) to Chamber.

I am directed by the Governor in Council to forward herewith a copy of the Government Resolution No. 3062, dated the 2nd August 1922, regarding the proposed amendment of section 2 (8) of the Indian Factories Act and to request that you will be so good as to favour Government, as early as possible, with the opinion of your Chamber on the proposal made in paragraph 3 of the Government of India's letter, No. L.—1068, dated the 19th July 1922, cited in the Resolution.

GOVERNMENT OF BOMBAY.

GENERAL DEPARTMENT.

Resolution No. 3062.

Secretariat, Fort, Bombay, dated the 2nd August 1922.

Letter from the Government of India, Department of Industries, No. L.—1068, dated the 19th July 1922:—

"I am directed to enclose for your information copies of a letter received from the Millowners' Association, Bombay, and of the Government of India's reply to it.

"2. The present provision relating to the weekly holiday is, as the Millowners' Association point out, substantially different from that which the Government of India had originally proposed. Amendments were introduced in the Select Committee, chiefly at the instance of certain members from Bombay Presidency, who were anxious to permit the Bombay mills to continue the practice of substituting various Hindu and Mahomedan festivals for Sundays from time to time. The difficulty which has now arisen was certainly not foreseen. The legislature have, in effect, accidentally taken away an advantage which they expressly intended to confer.

"3. The Government of India consider that the difficulty could be removed by altering the present definition of the week to read:

Week means the period between midnight on Wednesday and midnight on the succeeding Wednesday night.

As the substituted day cannot be more than three days' distance either way from the Sunday for which it is substituted, one holiday must fall within every week as above defined. So far as the Government of India can judge the above definition will not involve any administrative difficulties in connection with the other provisions of the Act. Nor should it cause any inconvenience except, possibly, the alteration of a few registers.

"4. In view of the fact that the revised Act is already in operation, the Government of India are anxious that the existing anomaly should be removed at an early date. I am therefore to request that, with the permission of His Excellency the Governor in Council, the Government of India may be furnished with the views of the Government of Bombay at a very early date."

RESOLUTION.—Copies of the letter from the Government of India and accompaniment should be forwarded to the Director of Industries, the Director, Bombay Labour Office, the Remembrancer of Legal Affairs, the Millowners' Association, Bombay and Ahmedabad, the Indian Merchants' Chamber and Bureau, the Chambers of Commerce, Bombay and Karachi, the Social Service League and the Kamgar Hitwardhak Sabha, and they should be requested to favour Government with their opinions on the proposal made in paragraph 3 of the Government of India's letter at a very early date.

Accompaniment to Government Resolution, General Department, No. 3062, dated the 2nd August 1922.

No. 505/12 of the 14th June 1922.

From Millowners' Association, to the Government of India (Department of Industries), Simla.

I am directed to forward, herewith, for your information, copies of correspondence which has passed recently between my Committee and the Chief Inspector of Factories, Bombay Presidency, with regard to the holidays recommended by this Association for adoption during the current year in accordance with the provisions of section 22, sub-section (1), of the Indian Factories Act, 1911.

2. It will be within your recollection in the above connection that the Bill further to amend the Indian Factories Act, 1911, as originally introduced, made provision, in effect, for Sunday to be observed as a compulsory holiday, but that, in consequence of representations made

by the industrial community, the Bill in that respect was subsequently amended by the Select Committee with the result that section 22, sub-section (1), has been retained intact except for the addition of the following proviso, namely :

"Provided that no such substitution shall be made as will result in any person working for more than ten consecutive days without a holiday for a whole day."

3. The reason for the retention of the original section is explained by the Select Committee in their report on clause 13 of the Bill in the following words :—

". . . . . It also meets the various objections which have been raised to the section as it stands in the Bill. The Bill did not appear to take account of the various important religious holidays which do not necessarily fall upon any particular day in the week."

4. In the light of the foregoing remarks I am to invite your attention to the enclosed* list of holidays recommended by this Association for adoption during the current year and, in particular, to the substitution therein, in accordance with the provisions of the Act of 1911, of Saturday, the 29th July, for Sunday, the 30th idem, and of Monday, the 7th August, for Sunday, the 6th August. These alterations which are occasioned by two Hindu holidays, namely, Nag Panchami and Narli Purnima, respectively, are opposed by the Chief Inspector of Factories upon the grounds that they are not in accordance with the requirements of section 2, clause 8, and section 27 of the amended Act. A similar objection is raised also to the substitution of Saturday, the 30th September, for Sunday, the 1st October, the former day being the Dusera holiday. In the opinion of my Committee, however, the amended Act is quite clear on both points.

5. During the proceedings of the Select Committee, the Association's representative, Sir Vithaldas D. Thackersey, Kt., M.L.A., raised the question of the definition of "a week" contained in section 2, clause (8), of the Bill and the difficulties to which it might give rise in the foregoing connection, but he was informed that the proposed amendment of section 22 in the manner already described met the case fully.

6. In the circumstances I am accordingly to request that necessary instructions may be issued with a view to the acceptance by the Chief Inspector of Factories of the object of the amended Act, as defined in clause 13 of the amending Act. If, however, any doubt remains as to the inconsistency of section 2, clause 8, and section 27 in the light of the amended section 22 I am to urge that immediate effect should be given to the provisions of the latter section pending the amendment of the other two sections as otherwise it is clear that the intention of the Legislature to permit of the substitution for Sunday of another holiday is frustrated.

* Not printed.

No. 1568/198 of the 4th September, 1922.

From Chamber to the Government of Bombay (General Department).

I am directed to acknowledge receipt of your letter, No. 3062/D., dated the 16th August, 1922, and its accompaniment, on the subject of the proposed amendment of Section 2 (8) of the Indian Factories Act and, in reply, to state that my Committee are in agreement with the suggestion contained in paragraph 3 of the Government of India's letter, No. L1068, dated the 19th July 1922, cited in the accompaniment to your letter, namely that the present definition of the week be altered to read :—

> " *Week* means the period between midnight on Wednesday and midnight on the succeeding Wednesday night."

APPENDIX H-4.

INDIAN FACTORIES (AMENDMENT) ACT, 1922.

(2) PROHIBITION OF NIGHT WORK FOR WOMEN IN GINNING AND PRESSING FACTORIES.

Dated 3rd April 1922.

From the New Mofussil Co., Ltd., Messrs. Ralli Brothers, Messrs. Volkart Brothers, Messrs. Narandas Rajaram, the Mitsui Bussan Kaisha, the Japan Cotton Trading Co., Ltd., the Manmar Manufacturing Co., Ltd., the Akbar Manufacturing and Press Co., Ltd., Messrs. N. J. Gamadia, the New Berar Co., Ltd., the Harvey and Sabapathy Co., Ltd., the New East India Press Co., Ltd., the Indian Cotton Co., Ltd., the Madras United Press Co., Ltd., and the Edward Manufacturing Co., Ltd., to Chamber.

The Ginning Factory Owners of the Central Provinces and the Berars have been notified by the Director of

Industries, Nagpur, to the effect that under the Indian Factories (Amended) Act, 1922, night-work with female labour must cease as from the 1st July, 1922.

We, the undersigned owners of ginning factories in India, are of opinion that the prohibition of night-work for women in ginning factories will very detrimentally effect the ginning industry of this country, women labourers, the cotton trade in general and the cultivator and we would request the Committee of your Chamber to take the necessary steps to move the Government of India to amend the above-mentioned Act so as to empower Local Governments to exempt ginning factories from Section 24 in districts and under circumstances where it can be shown that night-work in ginneries with female labour is desirable.

Under the Indian Factories Act, 1911, the sections mainly bearing on the working of ginning and pressing factories are No. 24 and No. 27. While Section 24 stipulates :

> "That no woman shall be employed in any factory before 5-30 a.m. or after 7 p.m."

Section 27 gives exemption to ginning and pressing factories from the provisions of Section 24. Under the old Act night-work with female labour could therefore be carried on in both kinds of factories.

Under the Indian Factories (Amended) Act, 1922, which is to come into force from 1st July, 1922, Section 24 remains unaltered, whilst the exemption granted to ginneries and presses by Section 27 of the old Act is repealed and Section 27 of the amended Act now provides that :

> "No person shall be employed in any factory for more than 60 hours in any one week."

Thus from 1st July a.c. night-work for women in ginning and pressing factories must cease and the total working hours per week for these factories is limited to 60 as against 132 under the old Act.

Night-work in cotton presses was never largely practised as day-work in presses has generally been able to cope with

the out-put of ginneries working day and night. With normal crops night-work in ginneries has however always been a necessity in a number of districts in order to prevent an undue accumulation of kappas stocks during that part of the season when arrivals are very large.

The Indian Factories Act, 1922, involves the complete abolition of night-work in ginneries as the supply of male labour is already so limited that it is often difficult to find the necessary number of men to work presses regularly during day-time. It will therefore be practically impossible to work ginning factories at night with male labour.

Under the new conditions the number of coolie-women available for day-work will roughly be doubled, resulting in an over-supply of labour and consequently not only in a reduction of wages through competition, but also in serious unemployment. Work in ginneries is very light, requires no physical or mental exertion and is therefore eminently suitable work for women of which a large number of them will be deprived in future.

The stoppage of night-work will reduce the working capacity of ginning factories by a little less than half per day, the output at night not being quite as good as during day-time. The first effect of this reduced working capacity will be a very considerable retardation of the crop movement and the royt will not be able to realize the value of his produce as quickly as he now can.

A further serious consequence of the slower crop movement will be the facility it will offer to port markets, particularly Bombay, for the successful working of speculative corners. Owing to the slower crop movement up-country, arrivals into port markets will be distributed over a considerably large period so that less cotton will be available for tenders, on delivery dates, particularly so during the first half of the season. While Government, the Mill Owners and Merchants —in the interest of legitimate trade—desire and strive to control speculative corner operations by widening the range of tenders against contracts, the *certainty* of a slow crop movement will facilitate such operations more than anything else.

The ryot will suffer further through the reduced working capacity of ginning factories inasmuch as it will greatly diminish competition for purchases up-country amongst buyers. A buyer will not lay in more kappas than he can gin off within a reasonable time as large stocks always involve deterioration of quality, immobilisation of capital, heavy charges for interest, storing and fire insurance and prolonged risk of damage to goods by fire and inclement weather. The effect of reduced competition for purchases will be reduced prices and smaller proceeds to the ryot for his produce.

Under the new conditions it will take roughly double as much time to gin and press a year's crop and in a large number of districts in which the season now finishes well before the monsoon, it will in future be protracted well into the rainy season. A considerable portion of the crop will thus be exposed in its loose state to damage by dampness or actual rain, resulting in a decrease of value and therefore less to the ryot.

Great importance attaches to fast ginning and pressing which fact in itself makes work in ginneries and presses, *seasonal* and not continuous through the whole year.

As the Indian Factories (Amended) Act, 1922, does not apply to Native States, factories situated in British territory will be at a distinct disadvantage.

In a Notice issued by the Director of Industries for the Central Provinces the following measures are recommended to deal with future cotton crops without the employment of women on overtime or on night-shifts:—

1. Extending godowns.
2. Better arrangements for fire extinguishing to render the storage of a larger stock of kappas possible.
3. Bringing into use ginning factories that are at present idle.
4. Bringing into use ginning machines that may have been idle in working for want of sufficient power.

The extension of godowns is largely a question of space and capital outlay. Increased godown accommodation would raise the cost of ginning and naturally reduce the price obtainable by the ryot for his produce.

There is admittedly room for improvement of fire extinguishing arrangements in up-country factories, very few of which have up to date and adequate appliances. The fire risk on large accumulations of kappas and cotton in a congested area cannot however be exaggerated owing to the great rapidity with which fires spread, to say nothing of the likely extensive damage by water. Better fire extinguishing appliances mean more capital outlay and expenses which would raise the cost of ginning.

The number of idle ginning factories or machines is comparatively very small and their starting work will relieve the situation but very little.

The only effective measures to counteract the abolition of night-work with female labour would be the erection of a large number of new ginneries or the employment of male labour for night-shifts. Further, considerable investment of capital in the ginning industry could only be attracted by a considerable improvement in the dividend earning capacity of ginneries which could only be brought about by increased ginning charges shown to be so detrimental to the ryot's interest. Male labour is already very scarce and hardly sufficient for day-work in presses and men for night-shifts are therefore not available. By the employment of men if they were available—labour charges and thus ginning rates would be considerably increased and the ryot would pay for the increase. Employment in a ginnery in place of a woman is no suitable work for a man.

In view of the above, it is suggested that in the Indian Factories (Amended) Act, 1922, Chapter V, Section 30 (1) after the words :

"in cases (*d*) and (*e*) such class of factories from the provisions of Section 22."

the words :

"and Clause (*a*) of Section 24."

be added, thus empowering Local Governments to grant permission for night-work with female labour to particular classes of factories and under circumstances which make such exemption desirable.

No. 589-134 of the 13th April, 1922.

From Chamber to Messrs. Volkart Brothers and others.

I am directed to acknowledge receipt of the joint representation of the 3rd April, 1922, signed by you and certain other firms in connection with the question of the prohibition of night-work for women in ginning and pressing factories and to state that the question was raised during an informal discussion which the Committee of the Chamber had recently with the Commerce Member of the Government of India. The latter maintained a non-committal attitude but promised that any representation forwarded to him by the Chamber would receive his earnest consideration. My Committee are, therefore, now addressing the Government of India in terms of your joint letter.

No. 588-134 of the 13th April, 1922.

From Chamber to the Government of India, Commerce Department, Simla.

I have the honour to address you in regard to the proposed prohibition of night-work for women in ginning and pressing factories from the 1st July 1922, under the provisions of the Indian Factories (Amendment) Act, 1922.

2. In this connection I am to point out that Section 27 of the Indian Factories Act 1911, exempted ginning and pressing factories from the provisions of Section 24 of the said Act, so that night-work with female labour could be carried on in both kinds of factories. The new Factories Act does not provide for any such exemption with the result that from the 1st July, 1922, night-work for women in ginning and pressing factories must cease, and the total working hours per week for these factories in the absence of male night

labour, which is unprocurable, will be limited to 60 hours against 132 under the old Act.

3. Cotton Presses have never to any large extent, worked by night as the day work in such presses has, as a rule, been able to cope with the output of the ginneries working day and night. With normal crops night-work in ginneries, however, has always been a necessity in a number of districts in order to prevent an undue accumulation of stocks of kappas during that part of the season when arrivals are very large.

4. The Indian Factories (Amendment) Act, 1922, involves the complete abolition of night-work in ginneries as the supply of male labour is already so limited that it is often difficult to find the necessary number of men to work the presses regularly during the day-time. It will, therefore, be practically impossible to work ginning factories at night with male labour.

5. Under the new conditions the number of coolie women available for day-work will roughly be doubled, resulting in an over-supply of labour and consequently not only in a reduction of wages through competition, but also in serious unemployment. Work in ginneries is very light, requires no physical or mental exertion and is, therefore, eminently suitable work for women, a large number of whom will be thrown out of employment in future.

6. The stoppage of night-work will reduce the working capacity of ginning factories by a little less than half per day, the out-put at night not being quite as good as during the day time. The first effect of this reduced working capacity will be a very considerable retardation of the crop movement and the ryot will not be able to realize the value of his produce as quickly as he can do under present conditions.

7. A further serious consequence of the slower crop movement will be the facility it will offer to port markets, particularly Bombay, for the successful working of speculative corners. Owing to the slower crop movement up-country, arrivals into port markets will be distributed over a considerably larger period so that less cotton will be available for tenders, on delivery dates, particularly so during

the first half of the season. While Government, the Mill Owners and Merchants—in the interests of legitimate trade—desire and strive to control speculative corner operations by widening the range of tenders against contracts, the *certainty* of a slow crop movement will facilitate such operations more than anything else.

8. The ryot will suffer further through the reduced working capacity of ginning factories inasmuch as it will greatly diminish competition for purchases up-country amongst buyers. A buyer will not lay in more kappas than he can gin off within a reasonable time as large stocks always involve deterioration of quality, immobilisation of capital, heavy charges for interest, storing and fire insurance and prolonged risk of damage to goods by fire and inclement weather. The effect of reduced competition for purchases will be reduced prices and smaller proceeds to the ryot for his produce.

9. Under the new conditions it will take roughly double as much time to gin and press a year's crop and in a large number of districts in which the season now finishes well before the monsoon, it will in future be protracted well into the rainy season. A considerable portion of the crop will thus be exposed in its loose state to damage by dampness or actual rain, resulting in a decrease of value and therefore less to the ryot. Great importance attaches to fast ginning and pressing which fact in itself makes work in ginneries and presses *seasonal* and not continuous throughout the whole year.

10. A further point for consideration is the fact that as the Indian Factories (Amendment) Act, 1922, does not apply to Native States, factories situated in British territory will be at a distinct disadvantage.

11. In a notice issued by the Director of Industries for the Central Provinces the following measures are recommended to deal with future cotton crops without the employment of women on overtime or on night-shifts:—

(1) Extending godowns.

(2) Better arrangements for fire extinguishing to render the storage of a larger stock of kappas possible.

(3) Bringing into use ginning factories that are at present idle.

(4) Bringing into use ginning machines that may have been idle in working for want of sufficient power.

12. The extension of godowns is largely a question of space and capital outlay. Increased godown accommodation would raise the cost of ginning and naturally reduce the price obtainable by the ryot for his produce.

13. There is admittedly room for improvement of fire extinguishing arrangements in up-country factories, very few of which have up to date and adequate appliances. The fire risk on large accumulations of kappas and cotton in a congested area cannot, however, be exaggerated owing to the great rapidity with which fires spread, to say nothing of the likely extensive damage by water. Better fire extinguishing appliances mean more capital outlay and expenses which would raise the cost of ginning.

14. The number of idle ginning factories or machines is comparatively very small and their starting work will relieve the situation but very little.

15. The only effective measures to counteract the abolition of night-work with female labour would be the erection of a large number of new ginneries or the employment of male labour for night-shifts. Further, considerable investment of capital in the ginning industry could only be attracted by a considerable improvement in the dividend earning capacity of ginneries which could only be brought about by increased ginning charges which, as has been shown above, would be detrimental to the ryot's interest. Male labour is already very scarce and hardly sufficient for day-work in presses and men for night-shifts are, therefore, not available. By the employment of men—if they are available—labour charges and thus ginning rates would be considerably increased and the ryot would pay for the increase. Employment in a ginnery in place of a woman is no suitable work for a man.

16. In view of the above it is suggested that in the Indian Factories (Amendment) Act, 1922, Chapter V, Section 30 (1) after the words : " in cases (d) and (e) such class of factories from the provisions of Section 22," the words : " and Clause (a) of Section 24" be added, thus empowering Local Governments to grant permission for night-work with female labour to particular classes of factories and under circumstances which make such exemption desirable.

No. 592-134 of 13th April 1922.

From Chamber to Bengal Chamber.

I am directed to forward for your information the attached copy of a letter that my Committee have addressed to the Commerce Department of the Government of India in connection with the question of the prohibition of night-work for women in ginning and pressing factories and shall be glad to hear in due course any views that your Committee may care to express on the subject.

No. L-893 of 18th May 1922.

From the Government of India (Department of Industries), Simla, to Chamber.

I am directed to reply to your letter, No. 588/134 of 13th April 1922, regarding the night-work of women in ginning factories. The Bill to amend the Indian Factories Act, which was recently passed, was before the country for a year. Although full opportunities were given for criticism, no suggestion was made that the repeal of the old Section 27 was in any way unwise. The Joint Select Committee of the Indian Legislature which considered the Bill included three members who were well qualified to speak for commercial interests in Bombay, but they did not suggest any modification of the Government's proposals in this respect. The Government of India regret that the representation now made was not put forward at an earlier date. At the same time, in view of the importance of the question, they have given it very careful consideration.

2. I am to observe in the first place that the Chamber of Commerce appear to be under some misapprehension as to the actual provisions of the amended Act. Thus in para. 2 of your letter, you state that the total working hours per week "will be limited to 60 hours against 132 under the old Act." Again in para. 5 you observe that "under the new conditions, the number of cooly women available for day work will roughly be doubled," and in para. 6 you say "the stoppage of night work will reduce the working capacity of ginning factories by a little less than half per day, the output at night not being quite as good as during the day time." Finally in para. 9 you calculate that it will take roughly double as much time to gin and press a year's crop as formerly. I am to point out that the provision limiting the hours of work to 60 per week applies to individuals and not to factories. Under the revised Act, there are no restrictions as to the hours during which machinery may work. Even where male labour is absolutely unprocurable, it will be possible to work factories continuously from 5-30 a.m. to 7 p.m. This gives a working week of 81 hours and even this limit can be extended in special circumstances. Thus, power has been given to local Governments to exempt seasonal factories from the provision requiring a weekly holiday. The Government of India have no doubt that in special circumstances such as might arise from an abnormal crop in particular years, the local Governments will make wise use of the power given. It will be clear that if the ginning factories to which you refer were formerly worked 132 hours a week, the actual reduction of hours will be about one-third and in view of the facts stated in para. 6 of your letter, the reduction of output should be considerably less.

3. These considerations apply also to the arguments contained in paras. 7 and 8 of your letter. The Government of India recognize that there is considerable force in the view that the movement of crops should not be retarded and they sympathize with the anxiety of the Chamber to prevent injurious speculation. They are as anxious as the Chamber of Commerce that no avoidable injury should be inflicted on the ryots who produce the crop. At the same time they are of opinion that these considerations do not justify the relaxation of a provision which they regard as eminently necessary

on other and wider grounds. Experience of the old Act showed that the working of women by night was attended by very grave abuses. The repeal of the provision which formerly made such work possible was advocated by practically every Factory Inspector who had attempted to administer the old Act. The local Governments who were most concerned supported the reform, and the views formerly put forward by individuals received striking confirmation from the Report of the Indian Cotton Committee in 1919.

4. In addition to calling attention to the abuses to which the night work of women in ginning factories led, the Cotton Committee dealt with the practice of the formation of "pools" in the ginning industry. They found that in certain parts of India there were a number of ginning factories which had never worked and which had not been built with any intention of working; they were built solely to secure a share in the profits of the Industry and the system resulted in artificially high rates for ginning and pressing, and was, as the Committee showed, prejudicial to the interests of the cultivator. The Committee, therefore, recommended that where factories were kept closed "no night shift working should be allowed in any circumstances." The Government of India understand that the representation now made has particular reference to Berar and they observe from the evidence given before the Cotton Committee by the Hon'ble Sir Frank Sly (now Governor of the Central Provinces), that the pool system referred to above has been especially prevalent in the Berar districts. They consider that the suggestion of the Director of Industries in the Central Provinces that idle ginning factories should be brought into use is an eminently sound one, and there appears to be, in their opinion, no insuperable obstacle to the erection of additional factories, should these be required.

5. In para. 10 of your letter you raise the question of the competition with Indian States. This is a question which has been carefully considered by the Government of India at various times and which was taken into consideration before the revision of the Factories Act was proposed. The Government of India fully recognised the difficulties

of the position. At the same time the argument that factories in British India will be subjected to unfair competition from Indian States could be used equally well to oppose the introduction of any reform in factories or mines.

6. Since the adoption of the Berne Convention of 1906, it has been a recognized principle in civilized countries that women should not be permitted to work in industrial establishments at night. This principle has recently been reaffirmed in the Convention adopted at Washington in 1920 which the Government of India have since ratified with the approval of the Indian Legislature. The Government of India consider that, while it would be possible for almost every industry to show that certain benefits would accrue from permitting women to work at night, the general principle is one that cannot safely be ignored, and in view of the evidence before them, they do not consider that they would be justified in proposing any relaxation of the law in the case of the cotton ginning industry.

No. 833-134 of the 31st May 1922.

From Chamber to the Government of India (Department of Industries), Simla.

I am directed to acknowledge receipt of your letter No. L-893, dated the 18th May 1922, the contents of which have been duly noted.

No. 832-134 of the 31st May 1922.

From Chamber to Messrs. Volkart Brothers and others.

In continuation of my letter, No. 589-134, dated the 13th April 1922, I am directed to forward herewith, for your information, the enclosed copy of a letter, No. L-893, dated the 18th May 1922, which my Committee have received from the Government of India in reply to their representation and with regard thereto to state that my Committee do not propose to take any further action in the matter.

No. 1734-1922 of the 2nd June 1922.

From Bengal Chamber to Chamber.

I am directed to acknowledge the receipt of your letter No. 592-134, dated the 13th April, forwarding copy of your letter of the same date to the Government of India, Commerce Department, on the subject of the prohibition of night-work for women in ginning and pressing factories from 1st July under the provisions of the Indian Factories (Amendment) Act, 1922. Your letter explains that, while cotton presses have never, to any large extent, worked by night, such work has always been a necessity in ginneries in a number of districts during the part of the season when arrivals are very large ; and, for the reasons you state, your Committee suggests that the Act should be amended so as to empower local Governments to grant permission for night-work with female labour to particular classes of factories and under circumstances which make such exemption desirable.

2. In reply to your request for any views which the Committee may care to express on the subject, I am directed by the Committee to say that they have read with very great interest the terms of your letter to the Government of India, and that they will be glad if you will be good enough to favour them with a copy of Government's reply in due course. They have themselves carefully considered the matter and they direct me to inform you that opinions here are not unanimous as to the expediency of pressing Government to introduce, in the Legislature, a measure to give effect to the suggested change in the Act.

No. 890-134 of the 8th June 1922.

From Chamber to Bengal Chamber.

I am directed to acknowledge receipt of your letter, No. 1734-1922, dated the 2nd June 1922, on the subject of the prohibition of night-work for women in ginning and pressing factories and in reply to forward herewith, for the information of your Committee, a copy of the reply which my Committee have received from the Government of India on the subject in question.

APPENDIX H-5.

DRAFT RULES UNDER THE INDIAN FACTORIES ACT.

No. 2343-D of the 16th August 1922.

From the Government of Bombay (General Department) to Chamber.

I am directed by the Governor in Council to forward herewith for information and for any remarks which the Chamber may have to offer, a copy of Government notification,* No. 2343, dated the 24th July 1922, containing the draft rules under the Indian Factories Act, XII of 1911 as amended by Act II of 1922. I am to draw your special attention to draft rules 79 to 83 which relate to overtime.

No. 1893-198 of the 17th October 1922.

From Chamber to the Government of Bombay (General Department).

I am directed to acknowledge receipt of your letter, No. 2343-D, dated the 16th August 1922, and its accompaniment, in which the views of my Committee are invited upon the proposed draft rules under the Indian Factories Act, XII of 1911, as amended by Act II of 1922.

2. In reply I am to submit for the consideration of Government the following observations on such of the draft rules as, in the opinion of my Committee, require comment on account of either the manner or the degree in which they differ from the existing rules.

*Published in Part I of the Bombay Government Gazette, dated the 3rd August 1922, page 1631 *et seq.*; the old rules were printed in the same issue of the Gazette, page 1655 *et seq.*

Inspection :

Rule 5. (*a*) (3). My Committee agree to the inclusion in the register of the nature of the operative's employment but they do not consider that the form D prescribed is suitable for use in this connection. Having regard to the widely differing classes of industrial enterprise which are represented in the Chamber, my Committee are opposed to the adoption of any prescribed form and recommend in its place the use by each individual class or type of factory, mill or works of such a form as may be best suited to the hours of work observed in such place of employment, subject always to the proviso that the Inspector shall be satisfied that all the required particulars are shown in the form.

Rule 5 (*a*) (6). My Committee have carefully considered the form (Form C) prescribed for use in this connection but they have no comments to make thereon.

Duties of Certifying Surgeons :

Rule 9 (*b*). My Committee think that it is desirable that, whenever possible, the examination of children for the purpose of granting certificates should be held at their place of employment and they suggest that this rule should be so amended as to provide that the managers of factories, etc., shall be required to advise the Certifying Surgeon when, say, 20 children are ready for examination and that upon receipt of such notice the Certifying Surgeon shall visit the factory, if necessary, specially for the examination of such children.

Provision of means of escape in case of fire :

Rule 31. My Committee have especially considered whether this rule should only be applied in

the case of factories erected after the new rules come into force on the grounds that nearly all gin factories consist of a one storey building the elevation of which from the ground is usually small and that therefore the provision of fire-proof stair-cases is unnecessary, at any rate in the case of existing buildings. They are, however, of opinion that the additional outlay necessary to ensure compliance with the rule is small and they do not consider that any amendment in the direction indicated is necessary.

Additional Fencing in Ginning Factories :

Rule 38. The old rules contain no provisions of this nature but my Committee can see no objection to this rule provided that the following recommendations in regard to 38 (*b*) and 38 (*d*) are adopted :—

Rule 38 (*b*). My Committee do not consider that there should be any fixed limit of space between the lattice and the guard as openers differ greatly both in construction and in regard to the rate at which the cotton has to be fed. They are of opinion that, in the circumstances, the spacing of the guard should be left to the discretion of the Inspector who should be guided by the particular circumstances of the case.

Rule 38 (*d*). My Committee are of opinion that the question of fencing crank shaft pulleys and roller pulleys of all gins, being a new one, should be held in abeyance until such time as the proposal shall have received the careful consideration of technical experts, who should be required to take into account particularly the necessity for immediate and easy access to those parts of the gin which require frequent adjustment and oiling. They think that if this is done it will probably be found that sufficient protection is secured by guarding

only that side of the gin from which the operative feeds it.

Holidays :

Rule 49. Although this rule requires that the approved compensatory periods of rest shall be entered in Form J, my Committee cannot find any space in the draft form in which such entries can be made and they suggest that the draft be amended accordingly.

Accidents :

Rule 64. Having regard to the habits of Indian workpeople who often disappear completely after an accident and even leave hospital without permission or warning my Committee suggest that this rule should be amended by the insertion after the words "information of his death" of "wherever possible," or some such similar expression in order to cover instances in which the management, through no fault of their own, have not been advised of the operative's death.

APPENDIX H-6.

WORKMEN'S COMPENSATION BILL.

No. L. 859 of the 23rd September 1922.

From the Government of India (Department of Industries), Simla, to Chamber.

I am directed to enclose a copy of the workmen's compensation bill, which was introduced in the Legislative Assembly on 13th September, and which has now been referred to a Joint Committee of both houses of the Indian Legislature. A detailed explanation of the bill is given in the Statement of Objects and Reasons appended to it.

I am to request that, if your Association desires to offer any comments or criticisms, these may be forwarded to the Government of India by the beginning of December, in order that they may be placed before the Joint Committee, which will probably meet shortly after that date. A copy of your letter may at the same time be forwarded to the Government of your province.

No. 2238/41 of the 7th December 1922.

From Chamber to the Government of India, (Department of Industries), Delhi.

I am directed to refer to your letter No. L. 859 of 23rd September, enclosing copy of the Workmen's Compensation Bill and inviting any comments or criticisms that this Chamber may wish to offer.

2. I am to say that the Bill has been most carefully considered by my Committee, who desire to record their views thereon as set forth hereafter.

3. I am to state at the outset that the present Bill is recognized by my Committee as being the outcome of a detailed examination of the desirability of introducing legislation in India upon the general lines of the English Employers' Liability Act of 1880 and the Workmen's Compensation Act of 1906: this was undertaken by the Government of India in July 1921, when the opinion of this Chamber was invited upon the provisional views of the Government of India in that connection, and it declared itself in favour of the proposed legislation subject to certain conditions to which I am to refer later. Subsequently in June 1922, a Committee, composed mainly of members of the Indian Legislature, was convened to consider the numerous replies and opinions received by the Government of India in response to their reference of the previous year; and it is understood that the Bill follows closely the lines of the detailed recommendations comprising the Committee's report. I am to state that this Chamber's reply on the occasion of the original reference necessarily dealt more particularly with broad questions of principle and in my

Committee's consideration of the many new issues which now arise they have been compelled to break entirely fresh ground, but have applied to each supplementary provision the essential test of its applicability to Indian conditions, upon which this Chamber has throughout laid such stress ; and if it has been necessary at any time to enunciate any new principles, these will not, I am to say, be found to be at variance with the sound maxims laid down in this Chamber's previous communication.

4. I am to refer to the Statement of Objects and Reasons attached to the Bill which gives expression to two distinct proposals. In Chapter II modifications are made in the ordinary Civil law affecting the liability of employers for damages in respect of injuries sustained by their workmen ; these clauses will only operate in actions before the ordinary Civil Courts, and the provisions of the Bill in this respect are analogous to those contained in the Employer's Liability Act of 1880 in so far as they are applicable to Indian conditions. The main part of the Bill (Chapters III to V) makes provision for Workmen's Compensation and sets up special machinery to deal with claims falling under this category. The resemblance to the English Act is not so marked in this part of the Bill ; and I am to place on record that in the opinion of my Committee the Government of India are to be congratulated on having evolved a measure which its essential features is obviously the result of the closest investigation of India's own problems and in no sense evinces that slavish adherence to the English law which this Chamber so strongly deprecated on the occasion of the previous reference.

5. Both parts of the Bill, however, apply to the same classes of workmen and two criteria have been followed in the determination of the classes to be included :—

(1) That the scope of the Bill should be confined to industries which are more or less organised.

(2) That only workmen whose occupation is hazardous should be included.

The general principle is that compensation should ordinarily be given to workmen who sustained personal in-

juries by accidents arising out of and in the course of their employment, the actual rates of compensation payable being in every case subject to fixed maxima based in the main on the actual monthly earnings of the workman at the time of the accident. Compensation will also be given in certain limited circumstances for disease.

6. I am to state that in commenting upon the Government of India's original proposals this Chamber laid considerable emphasis upon the fact that the interpretation of the English Act depended already upon an enormous bulk of case law and suggested that the utmost care should be taken in drafting the present measure to define the issues. In this connection my Committee are glad to observe that, as the Government of India justly claim, throughout the Bill, in the definitions adopted, the scales selected and the exceptions permitted, the intention of its framers has been to ensure that the validity of a claim for compensation or the amount of that claim should be open to doubt in as few cases as possible. At the same time my Committee note that in accordance with this Chamber's recommendation in that connection, provision has been made for special Tribunals to deal cheaply and expeditiously with any disputes that may arise, and generally to assist the parties in a manner which is not possible for the ordinary Courts.

7. I am now to proceed to discuss such of the clauses of the Bill as in the opinion of my Committee require comment in the light of the foregoing general observations; but before doing so I am to observe that, but for a few clauses to which my Committee have taken exception, the Bill appears to them to be an honest and equitable attempt to give effect in the peculiar circumstances of India to the general principles of workmen's compensation which now command almost universal acceptance.

8. The clauses to which my Committee venture to invite the particular attention of the Government of India, for the reasons appended thereto, are the following:—

CLAUSE 2 (1) (*c*).—Although it is specifically stated in the Notes on Clauses appended to the Bill that the intention of this definition is to

avoid the necessity for the dependants to prove that they were actually dependant on the deceased workman, and thereby remove a very fruitful source of dispute, my Committee can conceive circumstances in which it is desirable that the husband, father and mother should be in a position to show that they were actually dependent upon the deceased. This proviso, in the opinion of my Committee, is most important, as in many cases these alleged dependants may be of a wage-earning age.

CLAUSE 2 (1) (*d*) & (*e*).—My Committee will have occasion to refer to the provisions of this clause relating to the loan or letting on hire of the services of a workman in their comments on Clause 15.

CLAUSE 2 (1) (*f*).—This clause should be read in conjunction with clause 7 (1), which provides the amount of compensation payable on account of each of the various forms of disablement defined in this clause. My Committee are of opinion that the requirements of the Bill in this connection are equitable so far as both the employer and the employee are concerned. A note should however be inserted at the foot of Schedule I to the effect that in the case of a left-handed man, proved to be such, the compensation in respect of the arm, hand, etc., should be reversed.

CLAUSE 2 (1) (*i*).—My Committee have experienced considerable difficulty in interpreting this clause, which is, they consider unnecessarily involved. As soon as it has been found possible to consolidate the law relating to the registration of ships on similar lines to the Indian Merchant Shipping (Consolidation) Bill, my Committee think that the reference should be to the consolidating Act

instead of to the four separate Acts now cited. As the definition stands at present it appears that it includes all seamen, both masters subject to the maximum limit of pay prescribed in clause 2 (1) (*l*) and crew, except—

(i) Seamen employed on ships which are registered in the United Kingdom, or whose managing owner has his principal place of business in the United Kingdom;

(ii) Seamen serving on Foreign ships;

(iii) Seamen serving on the smaller Coasting ships of less than a registered tonnage of 300 tons;

(iv) Persons employed on small Inland vessels of a registered tonnage less than 100 tons.

My Committee will refer later to this definition in commenting on Clause 2 (1) (*k*) and (*l*), and Clause 18, which contains special provisions relating to seamen.

CLAUSE 2 (1) (*j*).—My Committee observe that no provision is made in Schedule I for injuries resulting in the loss of vision of one eye, the desirability in respect of which is provided for under the English Royal Warrant for Pensions, and they think that the omission should be rectified (*vide* Remarks on Clause 2 (1) (*f*) *ante*).

CLAUSE 2 (1) (*k*) & (*l*).—As the maximum monthly earnings of Rs. 300 a month prescribed in the case of non-manual workers applies also in the case of seamen, my Committee consider that a maximum of Rs. 250 a month should be prescribed in such cases, having regard to the fact that while in the course of their employment they are provided with free food and accommodation.

CLAUSE 2 (1) (*l*).—It is not clear at first sight from this definition, which presumably applies equally in the case of the provisions of Chapter II, how, in the words of the Statement of Objects and Reasons, "the more highly paid workmen will be enabled, in cases to which the employers' liability clauses will apply, to obtain damages on a scale considerably in excess of the maximum fixed for Workmen's Compensation;" but the explanation is to be found in clause 7, which shows that the maximum compensation in respect of death or total disablement, in the case of an adult, is that which a person in receipt of Rs. 83-5-4 a month or Rs. 60 a month, in the case of temporary disablement, would receive.

CLAUSE 2 (2) & (3).—My Committee have no comments to offer.

CLAUSES 3—5.—These clauses appear to be reasonable in the light of the explanation contained in the relative notes on clauses.

CLAUSE 6 (1).—The phrase "arising out of and in the course of his employment" is copied from the English Acts of both 1897 and 1906. My Committee believe that no other form of words has ever given rise to such a mass of litigation. At the same time, however, the phrase is common to nearly all Workmen's Compensation Acts; and the Departmental Committee on Workmen's Compensation which recently examined the whole system recommended that the words should remain unaltered as they had been the subject of so much judicial consideration that their meaning was well settled.

CLAUSE 6 (1) (*b*).—This proviso goes somewhat further than this Chamber's previous recommendation inasmuch as it provides for the payment

of compensation upon a reduced scale in the event of death or permanent total disablement resulting from injuries howsoever derived; but after further consideration my Committee are not disposed to contest the point, having in view that the absence of any compensation whatever would bear hardly on the dependants of the employee.

CLAUSE 6 (1) (*c*).—My Committee are unable to appreciate the necessity for specific provisions of this nature, more especially as this Chamber has already agreed to the inclusion of the building trades within the scope of the Act; and my Committee consider that the proviso will unnecessarily complicate the administration of the Act, besides restricting unduly the legitimate claims of a large class of operatives.

CLAUSE 6 (2).—The provisions of this clause appear to be reasonable.

CLAUSE 6 (3).—My Committee consider that employers should be afforded an opportunity of appealing against any additions to the employments specified in Schedule III.

CLAUSE 6 (4) & (5).—My Committee have no comments to offer.

CLAUSE 7.—My Committee have considered this clause most carefully, as it is the most important one in the Bill from the point of view of the ordinary employer, and it represents a very considerable departure from the provisions of the English Acts. The main arguments for and agaist the inclusion of the various benefits, which, as in the English Acts, are broadly divided into two classes, namely :—

(*a*) Benefits accruing to dependants in fatal cases,

(*b*) Compensation payable to an injured workman during incapacity,

are, however, clearly set forth in the note on this clause; and my Committee are of opinion that, having regard to all the circumstances, the procedure and rates suggested are fair and equitable to both parties.

CLAUSE 8.—The note on this clause is unfortunately silent upon one point, which appears to my Committee to be of considerable importance, namely, the necessity for the alternative method of computing the monthly wages of a workman for the purposes of Clause 7. Clause 8 (*b*) appears to meet all requirements. With sub-section (*a*) in operation my Committee can conceive instances, *e.g.* in the event of an increase in wages necessitated by a sudden demand for labour, in which the provisions of sub-clause (*b*) will be actually more favourable to casual workmen in relation to workmen with long service whose wages will presumably be computed under sub-clause (*a*). Also they consider that the words "except by permission of the employer" should be added at the end of the explanation to this clause, as having regard to the habits of the Indian work-people, they think that the period of absence allowed is unduly short and insistence upon its retention will have the effect of still further penalising the workmen with long service.

CLAUSE 9 & 10.—My Committee are satisfied that these clauses are reasonable and necessary in the circumstances described in the Note on Clause 10.

CLAUSES 12 & 13.—These clauses provide for matters of routine and do not require comment except that in my Committee's remarks on Clause 18 (1) they will have occasion again

to refer to the period of notice required, namely, 72 hours.

CLAUSE 14 (4).—My Committee consider that the wording of this clause can with advantage be simplified, and they also think that it is unduly favourable to the workman as the onus of proof in each instance is upon the employer. They recommend therefore that provision should be made for the employer to have the right of approving such outside doctor to whom the employee may elect to go.

CLAUSE 15.—In this connection it will be remembered that this Chamber drew the attention of Government to the common practice in many large works in this country of employing labour supplied by a contractor for a special task, often in return for the payment of a lump sum, and stated that special provision appeared to be necessary to deal with this practice, which was little if at all, prevalent in the larger English workshops.

No attempt appears to have been made to consider the employer's interest in this connection. On the other hand, this clause if adopted would operate in distinct contravention of my Committee's views as expressed previously.

My Committee consider it of the utmost importance that the liability for payment of compensation should rest upon the employer who actually pays the workmen's wages.

I am to say that my Committee see no reason why contractors of standing should not be liable to pay compensation to their workmen in the same manner as other employers of labour.

My Committee do not urge that this contention should extend to small employers of labour, such as the Bombay Muccadum, who may undertake to discharge for a small lump sum a work of comparative insignificance.

In the case, however, of contractors employing a large number of men on works of importance my Committee consider that the person engaging the labour, and primarily responsible for reasonable precautions being taken in the interests of their men, who must perforce perform somewhat hazardous work, should bear the full responsibility of any liability arising out of the Bill under discussion.

CLAUSE 17.—This clause follows generally the lines of Section 5 of the English Act, with the modifications thereof suggested by the Departmental Committee to which my Committee have already referred. They consider that the additional precautions are advisable having regard to the prevalence of bankruptcy in this country.

CLAUSE 17 (3).—My Committee consider that the wording of the proviso in which the words "as soon as possible" occur should be amended to impose a more definite time limit.

CLAUSE 18.—To meet the special circumstances of seamen special provisions are included in this clause which follows closely the lines of Section 7 of the English Act, as to service of notice and claim, as to the time within which proceedings may be commenced, and as to evidence. The scale and conditions of compensation are also modified in view of the fact that the Merchant Shipping Act provides for the seaman in case of illness

or injury during the voyage and until he is returned to his original port. The Government of India also point out that it is not legally possible to abrogate Section 503 of the Act in question which imposes a statutory limit of £15 for each ton of the ships' tonnage in case of loss of life or personal injury.

CLAUSE 18 (1).—In commenting on the provisions of Section 7 (1) (*a*) of the English Act, which is to the same effect, the Departmental Committee point out that it is already compulsory upon the master of a ship, under Section 240 of the Merchant Shipping Act, 1894, to enter in the log every case of illness or injury happening to a member of the crew, with the nature thereof, and the medical treatment adopted, and that the workman can always secure the production of the log-book at the trial in any disputed claim. In the Departmental Committee's view it was not necessary therefore to supplement the existing law; but my Committee consider that in the interests of the seamen themselves it is desirable that the provisions of Clause 13 (1) should also apply in the case of seamen, whether the accident happened on land or sea.

CLAUSE 18 (2).—My Committee's remarks above in regard to the previous sub-clause apply in this case also, as they are unable to appreciate as to why the period within which notice shall be given is fourteen days as against 72 hours in the case of ordinary workmen.

CLAUSE 18 (3).—The periods cited in this clause are the same as those given in the English Act and appear to have operated fairly in practice.

CLAUSE 18 (4), (5) & (6).—These clauses are the same as Section 7 (1) (*c*), (*d*) and (*e*) of the English Act and require no comment.

CLAUSE 20.—Contracting out is allowed under the English Act in certain clearly defined circumstances, the further restriction of which is recommended by the Departmental Committee ; but my Committee can appreciate the Government of India's contention that the prevention of contracting out in India is essential in order to secure to the workmen the benefits of the Act.

CLAUSE 22.—The main point of this clause is to provide that no case shall be taken to the Commissioner until an attempt at settlement by agreement has been made ; and my Committee are agreed as to the necessity for some such provision. The mode of application is described in Clause 25 and seems satisfactory.

CLAUSE 24 (2).—My Committee are unanimously of opinion that the transfer of cases from one district to another for final disposal should not be allowed in any circumstances, however desirable such a procedure theoretically may be ; they accordingly recommend the deletion from sub-clause (2), (3) and (4) of all reference to the transfer of cases for final disposal. This will also necessitate consequential amendments to Clause 35 (2) (*d*), which makes further provision for such tranfers. Their reason for urging the amendment of the clauses in question is that they consider it eminently essential that the actual investigation of the circumstances attendant upon any accident should be carried out in the place where the accident actually occurred and not where the employee may possibly be residing at the time of the enquiry.

SCHEDULES I, II & III.—My Committee have discussed the contents of these schedules in connection with the relative clauses of the Bill and have nothing further to add in regard thereto.

Extract from the Gazette of India, dated the 10th March 1923, pp. 33-42.

"The following Act of the Indian Legislature received the assent of the Governor-General on the 5th March 1923 :—

ACT NO. VIII OF 1923.

An Act to provide for the payment by certain classes of employers to their workmen of compensation for injury by accident.

WHEREAS it is expedient to provide for the payment by certain classes of employers to their workmen of compensation for injury by accident ; It is hereby enacted as follows :—

CHAPTER I.

PRELIMINARY.

Short title, extent and commencement.

1. (1) This Act may be called the Workmen's Compensation Act, 1923.

(2) It extends to the whole of British India, including British Baluchistan and the Sonthal Parganas.

(3) It shall come into force on the first day of July, 1924.

Definitions.

2. (1) In this Act, unless there is anything repugnant in the subject or context,—

(*a*) "adult" and "minor" mean respectively a person who is not and a person who is under the age of fifteen years ;

(*b*) "Commissioner" means a Commissioner for Workmen's Compensation appointed under Section 20 ;

(*c*) "compensation" means compensation as provided for by this Act;

(*d*) "dependant" means any of the following relatives of a deceased workman, namely, a wife, husband, parent, minor son, unmarried daughter, married daughter who is a minor, minor brother or unmarried sister, and includes the minor children of a deceased son of the workman and, where no parent of the workman is alive, a paternal grand-parent;

(*e*) "employer" includes any body of persons whether incorporated or not and any managing agent of an employer and the legal representative of a deceased employer, and, when the services of a workman are temporarily lent or let on hire to another person by the person with whom the workman has entered into a contract of service or apprenticeship, means such other person while the workman is working for him;

(*f*) "managing agent" means any person appointed or acting as the representative of another person for the purpose of carrying on such other person's trade or business, but does not include an individual manager subordinate to an employer;

(*g*) "partial disablement" means, where the disablement is of a temporary nature, such disablement as reduces the earning capacity of a workman in any employment in which he was engaged at the time of the accident resulting in the disablement, and, where the disablement is of a permanent nature, such disablement as reduces his earning capacity in every employment which he was capable of undertaking at that time: provided that every injury specified in Schedule I shall be deemed to result in permanent partial disablement;

(*h*) "prescribed" means prescribed by rules made under this Act;

(*i*) "qualified medical practitioner" means any person registered under the Medical Act, 1858, or any Act amending the same, or under any Act of any Legislature in British India providing for the maintenance of a register of medical practitioners, or, in any area where no such last-mentioned Act is in force, any person declared by the Local Government, by notification in the local official Gazette, to be a qualified medical practitioner for the purposes of this Act; 21 & 22 Vict. c. 90.

(*j*) "registered" means any sea-going ship registered under the Bombay Coasting Vessels Act, 1838, or the Indian Registration of Ships Act, 1841, or the Indian Registration of Ships Act, (1841) Amendment Act, 1850, or any home-trade ship so registered of a registered tonnage of not less than three hundred tons, or any inland steam-vessel as defined in Section 2 of the Inland Steam Vessels Act, 1917, of a registered tonnage of not less than one hundred tons; XIX of 1838. X of 1841. XI of 1850. I of 1917.

(*k*) "seaman" means any person forming part of the crew of any registered ship, but does not include the master of any such ship;

(*l*) "total disablement" means such disablement, whether of a temporary or permanent nature, as incapacitates a workman for all work which he was capable of performing at the time of the accident resulting in such disablement: provided that permanent total disablement shall be deemed to result from the permanent total loss of the sight of both eyes or from any combination of injuries specified in Schedule I where the aggregate percentage of the loss of earning capacity, as specified in that Schedule against those injuries, amounts to one hundred per cent.

(*m*) "wages" includes any privilege or benefit which is capable of being estimated in money, other than a travelling allowance or the value of any travelling concession or a contribution paid by

the employer of a workman towards any pension or provident fund or a sum paid to a workman to cover any special expenses entailed on him by the nature of his employment;

(*n*) "workman" means any person (other than a person whose employment is of a casual nature and who is employed otherwise than for the purposes of the employer's trade or business) who is—

IX of 1890.

(*i*) a railway servant as defined in Section 3 of the Indian Railways Act, 1890, not permanently employed in any administrative district or sub-divisional office of a railway and not employed in any such capacity as is specified in Schedule II, or

(*ii*) employed, either by way of manual labour or on monthly wages not exceeding three hundred rupees, in any such capacity as is specified in Schedule II,

whether the contract of employment was made before or after the passing of this Act and whether such contract is expressed or implied, oral or in writing; but does not include any person working in the capacity of a member of His Majesty's naval, military or air forces or of the Royal Indian Marine Service; and any reference to a workman who has been injured shall, where the workman is dead, include a reference to his dependants or any of them.

(2) The exercise and performance of the powers and duties of a local authority or of any department of the Government shall, for the purposes of this Act, unless a contrary intention appears, be deemed to be the trade or business of such authority or department.

(3) The Governor-General in Council after giving, by notification in the *Gazette of India*, not less than three months notice of his intention so to do, may, by a like notification, direct that the provisions of this Act shall apply in the case

of any person (other than a person whose employment is of a casual nature and who is employed otherwise than for the purposes of the employer's trade or business) who is employed by way of manual labour or on monthly wages not exceeding three hundred rupees in any occupation declared by such notification to be a hazardous occupation, or that the said provisions shall apply in the case of any specified class of such persons or in the case of any such person or class to whom any specified injury is caused; and any person in whose case the said provisions are so made applicable shall be deemed to be a workman within the meaning of this Act.

CHAPTER II.

WORKMEN'S COMPENSATION.

Employer's liability for compensation.

3. (1) If personal injury is caused to a workman by accident arising out of and in the course of his employment, his employer shall be liable to pay compensation in accordance with the provisions of this Chapter:

Provided that the employer shall not be so liable—

(*a*) in respect of any injury which does not result in the total or partial disablement of the workman for a period exceeding ten days;

(*b*) in respect of any injury to a workman resulting from an accident which is directly attributable to—

(*i*) the workman having been at the time thereof under the influence of drink or drugs, or

(*ii*) the wilful disobedience of the workman to an order expressly given, or to a rule expressly framed, for the purpose of securing the safety of workmen, or

(*iii*) the wilful removal or disregard by the workman of any safety guard or other device which he knew to have been provided for

the purpose of securing the safety of workmen ; or

(*c*) except in the case of death or permanent total disablement, in respect of any workman employed in the construction, repair or demolition of a building or bridge.

(2) If a workman employed in any employment involving the handling of wool, hair, bristles, hides or skins contracts the disease of anthrax, or if a workman whilst in the service of an employer in whose service he has been employed for a continuous period of not less than six months in any employment specified in Schedule III, contracts any disease specified therein as an occupational disease peculiar to that employment, the contracting of the disease shall be deemed to be an injury by accident within the meaning of this section and, unless the employer proves the contrary, the accident shall be deemed to have arisen out of and in the course of the employment.

Explanation.—For the purposes of this sub-section a period of service shall be deemed to be continuous which has not included a period of service under any other employer.

(3) The Governor-General in Council, after giving, by notification in the *Gazette of India*, not less than three months' notice of his intention so to do, may by a like notification, add any description of employment to the employments specified in Schedule III, and shall specify in the case of the employments so added the diseases which shall be deemed for the purposes of this section to be occupational diseases peculiar to those employments respectively, and the provisions of sub-section (2) shall thereupon apply as if such diseases had been declared by this Act to be occupational diseases peculiar to those employments.

(4) Save as provided by sub-sections (2) and (3), no compensation shall be payable to a workman in respect of any disease unless the disease is solely and directly attributable to a specific injury by accident arising out of and in the course of his employment.

(5) Nothing herein contained shall be deemed to confer any right to compensation on a workman in respect of any injury if he has instituted in a Civil Court a suit for damages in respect of the injury against the employer or any other person; and no suit for damages shall be maintainable by a workman in any Court of law in respect of any injury—

(*a*) if he has instituted a claim to compensation in respect of the injury before a Commissioner; or

(*b*) if an agreement has been come to between the workman and his employer providing for the payment of compensation in respect of the injury in accordance with the provisions of this Act.

Amount of compensation.

4. (1) Subject to the provisions of this Act, the amount of compensation shall be as follows, namely:—

A. Where death results from the injury—

(*i*) in the case of an adult, a sum equal to thirty months' wages or two thousand five hundred rupees, whichever is less, and

(*ii*) in the case of a minor, two hundred rupees;

B. Where permanent total disablement results from the injury—

(*i*) in the case of an adult, a sum equal to forty-two months' wages or three thousand five hundred rupees, whichever is less, and

(*ii*) in the case of a minor, a sum equal to eighty-four months' wages or three thousand five hundred rupees, whichever is less;

C. Where permanent partial disablement results from the injury—

(*i*) in the case of an injury specified in Schedule I, such percentage of the compensation which would have been payable in the case of permanent total disablement as is specified therein as being the percentage of the loss of earning capacity caused by that injury, and

(*ii*) in the case of an injury not specified in Schedule I such percentage of the compensation payable in the case of permanent total disablement as is proportionate to the loss of earning capacity permanently caused by the injury ;

Explanation.—Where more injuries than one are caused by the same accident, the amount of compensation payable under this head shall be aggregated but not so in any case as to exceed the amount which would have been payable if permanent total disablement had resulted from the injuries.

D. Where temporary disablement, whether total or partial, results from the injury, a half-monthly payment payable on the sixteenth day after the expiry of a waiting period of ten days from the date of the disablement, and thereafter half-monthly during the disablement or during a period of five years, whichever period is shorter,—

(*i*) in the case of an adult, of fifteen rupees or a sum equal to one-fourth of his monthly wages, whichever is less, and

(*ii*) in the case of a minor, of a sum equal to one-third or, after he has attained the age of fifteen years, to one-half of his monthly wages, but not exceeding in any case fifteen rupees :

Provided that there shall be deducted from any lump sum or half-monthly payments to which the workman is entitled the amount of any payment or allowance which the workman has received from the employer by way of compensation during the period of disablement prior to the receipt of such lump sum or of the first half-monthly payment, as the case may be, and no half-monthly payment shall in any case exceed the amount, if any, by which half the amount of the monthly wages of the workman before the accident exceeds half the amount of such wages which he is earning after the accident.

(2) On the ceasing of the disablement before the date on which any half-monthly payment falls due, there shall be

payable in respect of that half-month a sum proportionate to the duration of the disablement in that half-month.

Method of calculating wages.

5. For the purposes of section 4 the monthly wages of a workman shall be calculated as follows, namely :—

(*a*) where the workman has, during a continuous period of not less than twelve months immediately preceding the accident, been in the service of the employer who is liable to pay compensation, the monthly wages of the workman shall be one-twelfth of the total wages which have fallen due for payment to him by the employer in the last twelve months of that period ;

(*b*) in other cases, the monthly wages shall be thirty times the total wages earned in respect of the last continuous period of service immediately preceding the accident from the employer who is liable to pay compensation, divided by the number of days comprising such period :

Provided that the sum arrived at by a calculation under clause (*a*) or clause (*b*) shall be increased or decreased, as the case may be, to the amount specified in the second column of Schedule IV against the head specified in the first column thereof within the limits of which such sum is included.

Explanation.—A period of service shall, for the purposes of this section, be deemed to be continuous which has not been interrupted by a period of absence from work exceeding fourteen days.

Review.

6. (1) Any half-monthly payment payable under this Act, either under an agreement between the parties or under the order of a Commissioner, may be reviewed by the Commissioner on the application either of the employer or of the workman accompanied by the certificate of a qualified medical practitioner that there has been a change in the condition of the workman or, subject to rules made under this Act, on application made without such certificate.

(2) Any half-monthly payment may, on review under this section, subject to the provisions of this Act, be continued,

increased, decreased, or ended, or, if the accident is found to have resulted in permanent disablement, be converted to the lump sum to which the workman is entitled less any amount which he has already received by way of half-monthly payments.

Commutation of half-monthly payments.

7. Any right to receive half-monthly payments may, by agreement between the parties or, if the parties cannot agree and the payments have been continued for not less than six months, on the application of either party to the Commissioner, be redeemed by the payment of a lump sum of such amount as may be agreed to by the parties or determined by the Commissioner, as the case may be.

Distribution of compensation.

8. (1) Compensation payable in respect of a workman whose injury has resulted in death shall be deposited with the Commissioner, and any sum so deposited shall be apportioned among the dependants of the deceased workman or any of them in such proportion as the Commissioner thinks fit, or may, in the discretion of the Commissioner, be allotted to any one such dependant, and the sum so allotted to any dependant shall be paid to him or, if he is a person under any legal disability, be invested, applied or otherwise dealt with for his benefit during such disability in such manner as the Commissioner thinks fit.

(2) Any other compensation payable under this Act, may be deposited with the Commissioner and, when so deposited, shall be paid by the Commissioner to the person entitled thereto.

(3) The receipt of the Commissioner shall be a sufficient discharge in respect of any amount deposited with him under sub-section (1) or sub-section (2).

(4) On the deposit of any money under sub-section (1), the Commissioner may deduct therefrom the actual cost of the workman's funeral expenses, to an amount not exceeding fifty rupees, and pay the same to the person by whom such expenses were incurred, and shall, if he thinks necessary, cause notice to be published or to be served on each dependant in such manner as he thinks fit, calling upon the depend-

ants to appear before him on such date as he may fix for determining the distribution, of the compensation. If the Commissioner is satisfied, after any inquiry which he may deem necessary, that no dependant exists, he shall repay the balance of the money to the employer by whom it was paid. The Commissioner shall, on application by the employer, furnish a statement showing in detail all disbursements made.

(5) Where a half-monthly payment is payable under this Act to a person under any legal disability, the Commissioner may, of his own motion or on application made to him in this behalf, order that the half-monthly payment be paid during the disability to any dependant of the workman or to any other person whom he thinks best fitted to provide for the welfare of the workman.

(6) Where, on application made to him in this behalf or otherwise, the Commissioner is satisfied that, on account of neglect of children on the part of a parent or on account of the variation of the circumstances of any dependant or for any other sufficient cause, an order of the Commissioner as to the distribution of any sum paid as compensation or as to the manner in which any sum payable to any such dependant is to be invested, applied or otherwise dealt with, ought to be varied, the Commissioner may make such orders for the variation of the former order as he thinks just in the circumstances of the case :

Provided that no such order prejudicial to any person shall be made unless such person has been given an opportunity of showing cause why the order should not be made, or shall be made in any case in which it would involve the repayment by a dependant of any sum already paid to him.

Compensation not to be assigned, attached or charged.

9. Save as provided by this Act, no lump sum or half-monthly payment payable under this Act shall in any way be capable of being assigned or charged or be liable to attachment or pass to any person other than the workman by operation of law, nor shall any claim be set off against the same.

Notice and claim.

10. (1) No proceedings for the recovery of compensation shall be maintainable before a Commissioner unless notice

of the accident has been given, in the manner hereinafter provided, as soon as practicable after the happening thereof and before the workman has voluntarily left the employment in which he was injured, and unless the claim for compensation with respect to such accident has been instituted within six months of the occurrence of the accident or, in case of death, within six months from the date of death.

Provided that, where the accident is the contracting of a disease in respect of which the provisions of sub-section (2) of section 3 are applicable, the accident shall be deemed to have occurred on the first of the days during which the workman was continuously absent from work in consequence of the disablement caused by the disease:

Provided, further, that the Commissioner may admit and decide any claim to compensation in any case notwithstanding that the notice has not been given, or the claim has not been instituted, in due time as provided in this sub-section, if he is satisfied that the failure so to give the notice or institute the claim, as the case may be, was due to sufficient cause.

(2) Every such notice shall give the name and address of the person injured and shall state in ordinary language the cause of the injury and the date on which the accident happened, and shall be served on the employer or upon any one or several employers, or upon any person directly responsible to the employer for the management of any branch of the trade or business in which the injured workman was employed.

(3) The notice may be served by delivering the same at, or sending it by registered post addressed to, the residence or any office or place of business of the person on whom it is to be served.

Medical examination.

11. (1) Where a workman has given notice of an accident, he shall, if the employer, before the expiry of three days from the time at which service of the notice has been effected, offers to have him examined free of charge by a qualified medical practitioner, submit himself for such examination

and any workman who is in receipt of a half-monthly payment under this Act shall, if so required, submit himself for such examination from time to time:

Provided that a workman shall not be required to submit himself for examination by a medical practitioner otherwise than in accordance with rules made under this Act, or at more frequent intervals than may be prescribed.

(2) If a workman, on being required to do so by the employer under sub-section (1) or by the Commissioner at any time, refuses to submit himself for examination by a qualified medical practitioner or in any way obstructs the same, his right to compensation shall be suspended during the continuance of such refusal or obstruction unless, in the case of refusal, he was prevented by any sufficient cause from so submitting himself.

(3) If a workman, before the expiry of the period within which he is liable under sub-section (1) to be required to submit himself for medical examination, voluntarily leaves without having been so examined the vicinity of the place in which he was employed, his right to compensation shall be suspended until he returns and offers himself for such examination.

(4) Where a workman, whose right to compensation has been suspended under sub-section (2) or sub-section (3), dies without having submitted himself for medical examination as required by either of those sub-sections, the Commissioner may, if he thinks fit, direct the payment of compensation to the dependants of the deceased workman.

(5) Where under sub-section (2) or sub-section (3) a right to compensation is suspended, no compensation shall be payable in respect of the period of suspension, and, if the period of suspension commences before the expiry of the waiting period referred to in clause D of sub-section (1) of section 4, the waiting period shall be increased by the period during which the suspension continues.

(6) Where an injured workman has refused to be attended by a qualified medical practitioner whose services have been

offered to him by the employer free of charge or having accepted such offer has deliberately disregarded the instructions of such medical practitioner, then, if it is thereafter proved that the workman has not been regularly attended by a qualified medical practitioner and that such refusal, failure or disregard was unreasonable in the circumstances of the case and that the injury has been aggravated thereby, the injury and resulting disablement shall be deemed to be of the same nature and duration as they might reasonably have been expected to be if the workman had been regularly attended by a qualified medical practitioner, and compensation, if any, shall be payable accordingly.

Contracting.

12. (1) Where any person (hereinafter in this section referred to as the principal) in the course of or for the purposes of his trade or business contracts with any other person (hereinafter in this section referred to as the contractor) for the execution by or under the contractor of the whole or any part of any work which is ordinarily part of the trade or business of the principal, the principal shall be liable to pay to any workman employed in the execution of the work any compensation which he would have been liable to pay if that workman had been immediately employed by him ; and where compensation is claimed from the principal, this Act shall apply as if references to the principal were substituted for references to the employer except that the amount of compensation shall be calculated with reference to the wages of the workman under the employer by whom he is immediately employed.

(2) Where the principal is liable to pay compensation under this section, he shall be entitled to be indemnified by the contractor, and all questions as to the right to and the amount of any such indemnity shall, in default of agreement, be settled by the Commissioner.

(3) Nothing in this section shall be construed as preventing a workman from recovering compensation from the contractor instead of the principal.

(4) This section shall not apply in any case where the accident occurred elsewhere than on, in or about the premises

on which the principal has undertaken or usually undertakes, as the case may be, to execute the work or which are otherwise under his control or management.

Remedies of employer against stranger.

13. Where a workman has recovered compensation in respect of any injury caused under circumstances creating a legal liability of some person other than the person by whom the compensation was paid to pay damages in respect thereof, the person by whom the compensation was paid and any person who has been called on to pay an indemnity under Section 12 shall be entitled to be indemnified by the person so liable to pay damages as aforesaid.

Insolvency of employer.

14. (1) Where any employer has entered into a contract with any insurers in respect of any liability under this Act to any workman, then in the event of the employer becoming insolvent or making a composition or scheme of arrangement with his creditors or, if the employer is a company, in the event of the company having commenced to be wound up, the rights of the employer against the insurers as respects that liability shall, notwithstanding anything in any law for the time being in force relating to insolvency or the winding up of companies, be transferred to and vest in the workman, and upon any such transfer the insurers shall have the same rights and remedies and be subject to the same liabilities as if they were the employer, so, however, that the insurers shall not be under any greater liability to the workman than they would have been under to the employer.

(2) If the liability of the insurers to the workman is less than the liability of the employer to the workman, the workman may prove for the balance in the insolvency proceedings or liquidation.

(3) Where in any case such as is referred to in sub-section (1) the contract of the employer with the insurers is void or voidable by reason of non-compliance on the part of the employer with any terms or conditions of the contract (other than a stipulation for the payment of premia), the provisions of that sub-section shall apply as if the contract were not void or voidable, and the insurers shall be entitled to prove in

the insolvency proceedings or liquidation for the amount paid to the workman :

Provided that the provisions of this sub-section shall not apply in any case in which the workman fails to give notice to the insurers of the happening of the accident and of any resulting disablement as soon as practicable after he becomes aware of the institution of the insolvency or liquidation proceedings.

(4) There shall be deemed to be included among the debts
III of 1909. which under Section 49 of the Presidency-towns Insolvency
V of 1920. Act, 1909, or under Section 61 of the Provincial Insolvency Act, 1920, or under Section 230 of the Indian Companies Act,
VII of 1913. 1913, are in the distribution of the property of an insolvent or in the distribution of the assets of a company being wound up to be paid in priority to all other debts, the amount due in respect of any compensation the liability wherefor accrued before the date of the order of adjudication of the insolvent or the date of the commencement of the winding up, as the case may be, and those Acts shall have effect accordingly.

(5) Where the compensation is a half-monthly payment, the amount due in respect thereof, shall, for the purposes of this section, be taken to be the amount of the lump sum for which the half-monthly payment could, if redeemable, be redeemed if application were made for that purpose under Section 7, and a certificate of the Commissioner as to the of such sum shall be conclusive proof thereof.

(6) The provisions of sub-section (4) shall apply in the case of any amount for which an insurer is entitled to prove under sub-section (3), but otherwise those provisions shall not apply where the insolvent or the company being wound up has entered into such a contract with insurers as is referred to in sub-section (1).

(7) This section shall not apply where a company is wound up voluntarily merely for the purposes of reconstruction or of amalgamation with another company.

15. This Act shall apply in the case of workmen who are masters of registered ships or seamen subject to the following modifications, namely :— Special provisions relating to masters and seamen.

(1) The notice of the accident and the claim for compensation may, except where the person injured is the master of the ship, be served on the master of the ship as if he were the employer, but where the accident happened and the disablement commenced on board the ship, it shall not be necessary for any seaman to give any notice of the accident.

(2) In the case of the death of a master or seaman, the claim for compensation shall be made within six months after the news of the death has been received by the claimant or, where the ship has been or is deemed to have been lost with all hands, within eighteen months of the date on which the ship was, or is deemed to have been, so lost.

(3) Where an injured master or seaman is discharged or left behind in any part of His Majesty's dominions or in a foreign country, any depositions taken by any Judge or Magistrate in that part or by any Consular Officer in the foreign country and transmitted by the person by whom they are taken to the Governor-General in Council or any Local Government shall, in any proceedings for enforcing the claim, be admissible in evidence—

(*a*) if the deposition is authenticated by the signature of the Judge, Magistrate or Consular Officer before whom it is made ;

(*b*) if the defendant or the person accused, as the case may be, had an opportunity by himself or his agent to cross-examine the witness ; and

(*c*) if the deposition was made in the course of a criminal proceeding, on proof that the deposition was made in the presence of the person accused ;

and it shall not be necessary in any case to prove the signature or official character of the person appearing to have

signed any such deposition and a certificate by such person that the defendant or the person accused had an opportunity of cross-examining the witness and that the deposition if made in a criminal proceeding was made in the presence of the person accused shall, unless the contrary is proved, be sufficient evidence that he had that opportunity and that it was so made.

(4) In the case of the death of a master or seaman leaving no dependants, the Commissioner shall, if the owner of the ship is under any law in force for the time being in British India relating to merchant shipping liable to pay the expenses of burial of the master or seaman, return to the employer the full amount of the compensation deposited under sub-section (1) of section 8 without making the deduction referred to in sub-section (4) of that section.

(5) No monthly payment shall be payable in respect of the period during which the owner of the ship is, under any law in force for the time being in British India relating to merchant shipping liable to defray the expenses of maintenance of the injured master or seaman.

Returns as to compensation.

16. The Governor-General in Council may, by notification in the Gazette of India, direct that every person employing workmen, or that any specified class of such persons, shall send at such time and in such form and to such authority, as may be specified in the notification, a correct return specifying the number of injuries in respect of which compensation has been paid by the employer during the previous year and the amount of such compensation, together with such other particulars as to the compensation as the Governor-General in Council may direct.

Contracting out.

17. Any contract or agreement whether made before or after the commencement of this Act, whereby a workman relinquishes any right of compensation from the employer for personal injury arising out of or in the course of the employment, shall be null and void in so far as it purports to remove or reduce the liability of any person to pay compensation under this Act.

18. Where any question arises as to the age of a person injured by accident arising out of and in the course of his employment in a factory, a certificate granted in respect of such person under section 7 or section 8 of the Indian Factories Act, 1911, before the occurrence of the injury shall be conclusive proof of the age of such person. Proof of age. XII of 1911.

CHAPTER III.

COMMISSIONERS.

19. (1) If any question arises in any proceedings under this Act as to the liability of any person to pay compensation (including any question as to whether a person injured is or is not a workman) or as to the amount or duration of compensation (including any question as to the nature or extent of disablement), the question shall, in default of agreement, be settled by the Commissioner. Reference to Commissioners.

(2) No Civil Court shall have jurisdiction to settle, decide or deal with any question which is by or under this Act required to be settled, decided or dealt with by a Commissioner or to enforce any liability incurred under this Act.

20. (1) The Local Government may, by notification in the local official Gazette, appoint any person to be a Commissioner for Workmen's Compensation for such local area as may be specified in the notification. Appointment of Commissioners.

(2) Any Commissioner may, for the purpose of deciding any matter referred to him for decision under this Act, choose one or more persons possessing special knowledge of any matter relevant to the matter under inquiry to assist him in holding the inquiry.

(3) Every Commissioner shall be deemed to be a public servant within the meaning of the Indian Penal Code. XLV of 1860.

21. (1) Where any matter is under this Act to be done by or before a Commissioner, the same shall, subject to the provisions of this Act and to any rules made hereunder, be done by or before the Commissioner for the local area in which the accident took place which resulted in the injury: Venue of proceedings and transfer.

Provided that, where the workman is the master of a registered ship or a seaman, any such matter may be done by or before the Commissioner for the local area in which the owner or agent of the ship resides or carries on business.

(2) If a Commissioner is satisfied by any party to any proceedings under this Act pending before him that such matter can be more conveniently dealt with by any other Commissioner, whether in the same province or not, he may, subject to rules made under this Act, order such matter to be transferred to such other Commissioner either for report or for disposal, and, if he does so, shall forthwith transmit to such other Commissioner all documents relevant for the decision of such matter and, where the matter is transferred for disposal, shall also transmit in the prescribed manner any money remaining in his hands or invested by him for the benefit of any party to the proceedings :

Provided that no matter other than a matter relating to the actual payment to a workman or the distribution among dependants of a lump sum shall be transferred for disposal under this sub-section to a Commissioner in the same province save with the previous sanction of the Local Government or to a Commissioner in another province save with the previous sanction of the Governor-General in Council, unless all the parties to the proceedings agree to the transfer.

(3) The Commissioner to whom any matter is so transferred shall, subject to rules made under this Act, inquire thereinto and, if the matter was transferred for report, return his report thereon or, if the matter was transferred for disposal, continue the proceedings as if they had originally commenced before him.

(4) On receipt of a report from a Commissioner to whom any matter has been transferred for report under sub-section (2), the Commissioner by whom it was referred shall decide the matter referred in conformity with such report.

Form of application.

22. (1) No application for the settlement of any matter by a Commissioner shall be made unless and until some

question has arisen between the parties in connection therewith which they have been unable to settle by agreement.

(2) Where any such question has arisen, the application may be made in such form and shall be accompanied by such fee, if any, as may be prescribed, and shall contain, in addition to any particulars which may be prescribed, the following particulars, namely :—

(*a*) a concise statement of the circumstances in which the application is made and the relief or order which the applicant claims ;

(*b*) in the case of a claim for compensation against an employer, the date of service of notice of the accident on the employer and, if such notice has not been served or has not been served in due time, the reason for such omission ;

(*c*) the names and addresses of the parties ; and

(*d*) a concise statement of the matters on which agreement has and on those on which agreement has not been come to.

(3) If the applicant is illiterate or for any other reason is unable to furnish the required information in writing, the application shall, if the applicant so desires, be prepared under the direction of the Commissioner.

Powers and procedure of Commissioners.

23. The Commissioner shall have all the powers of a Civil Court under the Code of Civil Procedure, 1908, for the purpose of taking evidence on oath (which such Commissioner is hereby empowered to impose) and of enforcing the attendance of witnesses and compelling the production of documents and material objects. V of 1908.

Appearance of parties.

24. Any appearance, application or act required to be made or done by any person before or to a Commissioner (other than an appearance of a party which is required for the purpose of his examination as a witness) may be made or done on behalf of such person by a legal practitioner or other person authorised in writing by such person.

Method of recording evidence.

25. The Commissioner shall make a brief memorandum of the substance of the evidence of every witness as the examination of the witness proceeds, and such memorandum shall be written and signed by the Commissioner with his own hand and shall form part of the record.

Provided that, if the Commissioner is prevented from making such memorandum, he shall record the reason of his inability to do so and shall cause such memorandum to be made in writing from his dictation and shall sign the same, and such memorandum shall form part of the record:

Provided, further, that the evidence of any medical witness shall be taken down as nearly as may be word for word.

Costs.

26. All costs incidental to any proceedings before a Commissioner shall, subject to rules made under this Act, be in the discretion of the Commissioner.

Power to submit cases.

27. A Commissioner may, if he thinks fit, submit any question of law for the decision of the High Court and, if he does so, shall decide the question in conformity with such decision.

Registration of agreements.

28. (1) Where the amount of any lump sum payable as compensation has been settled by agreement, whether by way of redemption of a half-monthly payment or otherwise, or where any compensation has been so settled as being payable to a person under a legal disability or to a dependant, a memorandum thereof shall be sent by the employer to the Commissioner, who shall, on being satisfied as to its genuineness, record the memorandum in a register in the prescribed manner:

Provided that—

(*a*) no such memorandum shall be recorded before seven days after communication by the Commissioner of notice to the parties concerned;

(*b*) where a workman seeks to record a memorandum of agreement between his employer and himself

for the payment of compensation and the employer proves that the workman has, in fact, returned to work and is earning the same wages as he did before the accident and objects to the recording of such memorandum, the memorandum shall only be recorded, if at all, on such terms as the Commissioner thinks just in the circumstances;

(*c*) the Commissioner may at any time rectify the register;

(*d*) where it appears to the Commissioner that an agreement as to the payment of a lump sum whether by way of redemption of a half-monthly payment or otherwise, or an agreement as to the amount of compensation payable to a person under any legal disability or to any dependant, ought not to be registered by reason of the inadequacy of the sum or amount, or by reason of the agreement having been obtained by fraud or undue influence or other improper means, he may refuse to record the memorandum of the agreement or may make such order, including an order as to any sum already paid under the agreement, as he thinks just in the circumstances.

(2) An agreement for the payment of compensation which has been registered under sub-section (1) shall be enforceable under this Act notwithstanding anything contained in the Indian Contract Act, 1872, or in any other law for the time being in force. IX of 1872.

Effect of failure to register agreement.

29. Where a memorandum of any agreement, the registration of which is required by section 28, is not sent to the Commissioner as required by that section, the employer shall be liable to pay the full amount of compensation which he is liable to pay under the provisions of this Act, and notwithstanding anything contained in the proviso to sub-section (1) of section 4, shall not, unless the Commissioner otherwise directs, be entitled to deduct more than half of any amount paid to the workman by way of compensation whether under the agreement or otherwise.

Appeals.

30. (1) An appeal shall lie to the High Court from the following orders of a Commissioner, namely :—

(*a*) an order awarding as compensation a lump sum whether by way of redemption of a half-monthly payment or otherwise or disallowing a claim in full or in part for a lump sum ;

(*b*) an order refusing to allow redemption of a half-monthly payment ;

(*c*) an order providing for the distribution of compensation among the dependants of a deceased workman, or disallowing any claim of a person alleging himself to be such dependant ;

(*d*) an order allowing or disallowing any claim for the amount of an indemnity under the provisions of sub-section (2) of section 12 ; or

(*e*) an order refusing to register a memorandum of agreement or registering the same or providing for the registration of the same subject to conditions :

Provided that no appeal shall lie against any order unless a substantial question of law is involved in the appeal and, in the case of an order other than an order such as is referred to in clause (*b*), unless the amount in dispute in the appeal is not less than three hundred rupees :

Provided, further, that no appeal shall lie in any case in which the parties have agreed to abide by the decision of the Commissioner, or in which the order of the Commissioner gives effect to an agreement come to by the parties.

(2) The period of limitation for an appeal under this section shall be sixty days.

(3) The provisions of Section 5 of the Indian Limitation
IX of 1908. Act, 1908, shall be applicable to appeals under this section.

Recovery.

31. The Commissioner may recover as an arrear of land-revenue any amount payable by any person under this Act,

whether under an agreement for the payment of compensation or otherwise, and the Commissioner shall be deemed to be a public officer within the meaning of Section 5 of the Revenue Recovery Act, 1890. 1 of 1890.

CHAPTER IV.

RULES.

Power of the Governor-General in Council to make rules.

32. (1) The Governor General in Council may make rules to carry out the purposes of this Act.

(2) In particular and without prejudice to the generality of the foregoing power, such rules may provide for all or any of the following matters, namely:—

(*a*) for prescribing the intervals at which and the conditions subject to which an application for review may be made under Section 6 when not accompanied by a medical certificate;

(*b*) for prescribing the intervals at which and the conditions subject to which a workman may be required to submit himself for medical examination under Sub-Section (1) of Section 11;

(*c*) for prescribing the procedure to be followed by Commissioners in the disposal of cases under this Act and by the parties in such cases;

(*d*) for regulating the transfer of matters and cases from one Commissioner to another and the transfer of money in such cases;

(*e*) for prescribing the manner in which money in the hands of a Commissioner may be invested for the benefit o dependants of a deceased workman and for the transfer of money so invested from one Commissioner to another;

(*f*) for the representation in proceedings before Commissioners of parties who are minor or are unable to make an appearance;

(*g*) for prescribing the form and manner in which memoranda of agreements shall be presented and registered ;

(*h*) for the withholding by Commissioners, whether in whole or in part, of half-monthly payments pending decision on applications for review of the same ; and

(*i*) for any other matter which is not, in the opinion of the Governor-General in Council, a matter of merely local or provincial importance.

Power of Local Government to make rules.

33. The Local Government may, subject to the control of the Governor-General in Council, make rules to provide for all or any of the following matters, namely :—

(*a*) for regulating the scales of costs which may be allowed in proceedings under this Act ;

(*b*) for prescribing and determining the amount of the fees payable in respect of any proceedings before a Commissioner under this Act ;

(*c*) for the maintenance by Commissioners of registers and records of proceedings before them; and

(*d*) generally for carrying out the provisions of this Act in respect of any matter which is, in the opinion of the Local Government, a matter of merely local importance in the province.

Publication of rules.

34. (1) The power to make rules conferred by Sections 32 and 33 shall be subject to the condition of the rules being made after previous publication.

(2) The date to be specified in accordance with Clause (3) of Section 23 of the General Clauses Act, 1897, as that after which a draft of rules proposed to be made under Section 32 or Section 33 will be taken into consideration, shall not be less than three months from the date on which the draft of the proposed rules was published for general information.

(3) Rules so made shall be published in the *Gazette of India* or the local official Gazette, as the case may be, and on such publication, shall have effect as if enacted in this Act.

SCHEDULE I.

[*See Sections* 2 (1) *and* 4.]

List of injuries deemed to result in permanent partial disablement.

Injury.	Percentage of loss of earning capacity
Loss of right arm above or at the elbow	70
Loss of left arm above or at the elbow	60
Loss of right arm below the elbow	60
Loss of leg at or above the knee	60
Loss of left arm below the elb	50
Loss of leg below the knee	50
Permanent total loss of hearing	50
Loss of one eye	30
Loss of thumb	25
Loss of all toes of one foot	20
Loss of one phalanx of thumb	10
Loss of index finger	10
Loss of great toe	10
Loss of any finger other than index finger	5

Note.—Complete and permanent loss of the use of any limb or member referred to in this Schedule shall be deemed to be the equivalent of the loss of that limb or member.

SCHEDULE II.

[*See Section* 2 (*l*) (*n*).]

List of persons who, subject to the provisions of Section 2(1) (*n*), *are included in the definition of workman.*

The following persons are workmen within the meaning of Section 2 (*l*) (*n*) and subject to the provisions of that section, that is to say, any person who is—

XI of 1886. (*i*) employed in connection with the service of a tramway as defined in Section 3 of the Indian Tramways Act, 1886 ; or

XII of 1911. (*ii*) employed within the meaning of clause (2) of Section 2 of the Indian Factories Act, 1911, in any place which is a factory within the meaning of sub-clause (*a*) of clause (3) of that section ; or

IV of 1923. (*iii*) employed within the meaning of clause (*d*) of Section 3 of the Indian Mines Act, 1923, in any mine which is subject to the operation of that Act ; or

(*iv*) employed as the master of a registered ship or as a seaman ; or

(*v*) employed for the purpose of loading, unloading or coaling any ship at any pier, jetty, landing place, wharf, quay, dock, warehouse or shed, on, in or at which steam, water or other mechanical power or electrical power is used ; or

(*vi*) employed in the construction, repair or demolition of—

(*a*) a building which is designed to be, is or has been more than one storey in height above ground level, or

(*b*) a building which is used, has been used, or is designed to be used, for industrial or commercial purposes and is, has been or is designed to be, not less than twenty feet in height measured from ground level to apex of the roof, or

(*c*) a bridge which is, has been or is designed to be more than fifty feet in length ; or

(*vii*) employed in setting up, repairing, maintaining, or taking down any telegraph or telephone line or post or any overhead electric cable ; or

(*viii*) employed in the construction, inspection or upkeep of any underground sewer ; or

(*ix*) employed in the service of any fire brigade.

SCHEDULE III.

(*See Section* 3.)

List of occupational diseases.

Occupational disease.	Employment.
Lead poisoning or its sequelae.	Any process involving the use of lead or its preparations or compounds.
Phosphorus poisoning or its sequelae.	Any process involving the use of phosphorus or its preparations or compounds.

SCHEDULE IV

(*See Section* 5.)

Table of assumed wages.

Limits.								Assumed wages.		
Where the sum arrived at by a calculation under clause (*a*) or clause (*b*) of Section 5 is—	Rs.	a.	p.		Rs.	a.	p.	Rs.	a.	p.
less than	9	0	0		..			8	0	0
not less than	9	0	0	but less than	11	0	0	10	0	0
,,	11	0	0	ditto	13	0	0	12	0	0
,,	13	0	0	ditto	17	8	0	15	4	0
,,	17	8	0	ditto	22	8	0	20	0	0
,,	22	8	0	ditto	27	8	0	25	0	0
,,	27	8	0	ditto	32	8	0	30	0	0
,,	32	8	0	ditto	37	8	0	35	0	0
,,	37	8	0	ditto	42	8	0	40	0	0
,,	42	8	0	ditto	50	0	0	46	4	0
,,	50	0	0	ditto	60	0	0	55	0	0
,,	60	0	0	ditto	70	0	0	65	0	0
,,	70	0	0	ditto	80	0	0	75	0	0
,,	80	0	0	..	..			83	5	4

APPENDIX H-7.

INDIAN BOILERS BILL.

No. 931-D. of 7th October 1922.

From the Government of Bombay (General Department), to Chamber.

I am directed by the Governor in Council to forward herewith a copy of this Government Resolution No. 931, dated the 2nd October, 1922, and accompaniment, regarding a draft Bill to consolidate and amend the law relating to steam-boilers and to request that you will be so good as to favour Government with the views of your Chamber, not later than the 10th November 1922, on the provisions of the Bill.

GOVERNMENT OF BOMBAY.

GENERAL DEPARTMENT.

Resolution No. 931.

Secretariat, Fort, Bombay. Dated the 2nd October 1922.

Letter from the Government of India, Department of Industries, No. A-61, dated the 22nd September 1922 :—

"I am directed to enclose herewith for the information of the Government of Bombay two copies of a Bill consolidating and amending the law relating to steam boilers in India, with a statement of Objects and Reasons. The Bill was introduced in the Legislative Assembly on the 6th September, 1922, and has been referred to a Joint Committee of the two Houses of the Indian Legislature.

"2. I am to state that it will be convenient if the views and criticisms, if any, of the Government of Bombay on the Bill can be communicated to the Government of India by the beginning of December in order that full consideration may be given to them by the Government of India prior to their being placed before the Joint Select Committee which it is understood will meet in January next."

RESOLUTION.—Copies of the letter from the Government of India and accompaniment should be forwarded to the Hon'ble the Chief Justice and Judges of His Majesty's High Court of Judicature, Bombay, the Commissioner in Sind, the Commissioners of Divisions, the Director of Industries, the Remembrancer of Legal Affairs, the Sanitary Engineer to Government, the Public Works Department, the Millowners' Associations, Bombay and Ahmedabad, the Indian Merchants' Chamber and Bureau, Bombay, the Chambers of Commerce, Bombay and Karachi, the Agent, B. B. & C. I. Railway, the Agent, G. I. P. Railway, the Bombay Society of Engineers and the Engineering Employers' Federation, Bombay, and they should be requested to favour Government with their views on the provisions of the Bill not later than the 10th November 1922.

2. The Bill with the Statement of Objects and Reasons has been republished in the supplement to the "Bombay Government Gazette" of the 14th September 1922. The Oriental Translator to Government should be requested to have them translated into Marathi, Gujarati, and Kanarese and forward the translations to the Manager, Government Central Press, for publication in the Gazette. The Commissioner in Sind should be requested to print the Bill and the Statement of Objects and Reasons in the "Sind Official Gazette."

No. A-61 of 24th September 1921.

From the Government of India (Department of Industries), Simla, to the Government of Bombay (General Department).

I am directed to refer to the Resolution of the Government of India in the Board of Industries and Munitions, No. A.-61, dated the 11th November 1920 (as amended by Resolution No. A.-61, dated the 19th November 1920) by which a Committee was appointed to enquire into certain matters regarding boiler legislation with the general object of the unification of the Acts and regulations relating to the inspection, working and up-keep of boilers in India. The Committee submitted their report to the Government of India on the 10th March 1921. Copies of the report have already been supplied to you and I am now to communicate the provisional views of the Government of India on the more important recommendations made by the Committee. Attention is invited to paragraph 4 of the Committee's report where it is shown that boiler legislation in India originated from Acts and regulations referring to marine boilers and machinery. This fact is of considerable importance in considering the subsequent conclusions of the Committee.

Necessity of inspection by Government agency.

2. For the reasons given in paragraph 3 of the report, the Government of India agree with the Committee that the system in force in the United Kingdom according to which boiler inspection is ordinarily made by insurance associations is not suitable for adoption in India and that inspection in this country must be done by Government agency.

Introduction of a uniform standard.

3. The question of the adoption of a uniform standard for boilers in India has been under consideration for several years. Paragraph 9 of the report details the difficulties caused by diversity of standards, while paragraph 10, shows that the evidence recorded by the Committee was unanimously in favour of uniformity.

The differences at present existing are due to the basing of the standard in different provinces on Board of Trade regulations for marine boilers of different dates, to faulty adaptation to the requirements of land boilers and to lack of consultation between different provinces. The Committee suggest that a uniform standard should be prescribed based mainly on the latest Board of Trade regulations for the design and construction of marine boilers, issued in 1920, and on the report of the British Marine Engineering Design and Construction Committee, 1918.

The Government of India are prepared provisionally to accept the conclusions of the Committee as regards both the necessity of adopting a uniform standard, and the basis on which it should be prescribed.

An all-India Boiler Act and the regulations and rules to be issued under it.

4. As pointed out in paragraph 11 of the report, a uniform standard can only be prescribed and maintained by the framing of all-India legislation, which may appropriately be undertaken in view of the fact that boilers are subject to legislation by the Indian legislature. The Committee have drawn a sharp distinction between the regulations and rules to be issued under the Act; they recommend that the regulations should deal solely with technical matters such as the standard conditions for the material, design and construction of, boilers in which uniformity is essential, and with the procedure for the registration and inspection of boilers by which it is hoped uniformity in working will be attained. The rules, in the opinion of the Committee, should deal with other matters relating to the administration of the Act. The Committee propose that the regulations should be framed and issued by the Government of India which alone will have the authority to alter them but that the rules should be issued by each local Government, who will be responsible for administering the Act and might be based on a model set of rules prepared by the Government of India and modified to suit local conditions. The Government of India are of opinion that the Committee's proposals referred to above are sound.

Extent of application of the Act.

5. This question is discussed in paragraphs 13 and 14 of the Committee's report. For the reasons given therein, which need not be recapitulated, the Government of India are at present inclined to agree with the conclusion of the Committee that the proposed new Act should extend over the whole of every province including Baluchistan, and that the Government of India alone should have the power to exclude any local area under exceptional circumstances.

Inspection of Prime-movers.

6. For the reasons given in paragraphs 15 and 16 of the report, the provisional opinion of the Government of India is that the legislation contemplated should not include any provision regarding the inspection of prime-movers, but that the inspection of the main steam pipes, which are responsible for the majority of explosions, should be a part of the system of inspection of boilers authorized by law.

Abolition of the law prevailing in some provinces requiring persons in charge of boilers to possess certificates.

7. This point is discussed in paragraphs 17—26 of the report. The Industrial Commission recommended the abolition of the law compelling persons in charge of boilers to possess certificates. This recommendation was accepted by the Conference of Directors of Industries held in Simla in April 1920. Paragraph 17 of the report shows that the origin of the law was a false analogy drawn between boilers and engines at sea and on land, that the practice of employing certificated engineers at sea is largely due to the necessity of executing repairs at sea and that the employment of certificated persons is essential far more for the engines than for the boilers. Quite apart from the distinction between boilers at sea and on land the proposed exclusion of prime-movers from the law dispenses with what was originally considered to be the main cause for insisting on the employment of certificated men.

As is shown in paragraph 19 of the report, a boiler attendant requires knowledge of three important facts, all of which are gained by experience and not by theoretical training, *viz.*, the level of water and its observation, the effect of pressure of steam and its observation in the pressure gauge and safety valves, and efficiency in stoking. The technical evidence is opposed to the repair of boilers being undertaken in any circumstances by the boiler attendant and the general evidence shows that the owner places more reliance on experience than on the possession of a certificate.

Paragraph 20 shows that accidents are due to corrosion and fracture of plates and collapse of furnaces due usually to lack of water. These defects can only be guarded against by observation.

Under the present law the position is anomalous; in the case of a small boiler the certificate is held by the actual attendant; in the case

of large boilers, however, the certificated man is in general charge of the boilers and machinery and seldom sees the boilers, which can, under the existing laws, be in the immediate charge of any inexperienced workman. There is thus no assurance against an accident due to the most common cause—lack of water—in the most potentially dangerous boilers.

As would appear from paragraph 21 of the report, the present system of training for certificates is not sufficiently practical, a certificate can be obtained without any experience of a boiler and the result is far from satisfactory.

The Government of India have been much impressed by the evidence collected by the Committee on the merits of this question and specially by the fact that where a certificate is not required a better and more practical class of attendants is available and that in Bengal and Madras the qualifications of attendants are at least no worse than in the rest of India, while accidents are no more frequent.

The Committee have finally recommended the abolition of the law requiring persons in charge of boilers to possess certificates. They put forward a strong plea for instituting a more thorough, practical and extensive system of training in mechanical engineering to enable owners, if they wish, to obtain men of certain qualifications, but point out that this would be out of place in a Boiler Inspection Act. The Government of India are of opinion that the arguments advanced by the Committee against the system of certificates are sound and they are prepared provisionally to accept the conclusions of the Committee.

Additional safeguards against accidents.

8. The Government of India wish also to endorse the recommendation made in paragraph 26 of the report that besides the system of inspection, two safeguards against accidents should be provided, namely, (*a*) the Chief Inspector should have power to refuse a boiler certificate if the person in charge is incompetent, and (*b*) instructions should be issued by local Governments respecting the use and care of boilers.

Proposals for new legislation.

9. The changes proposed by the Committee in the existing laws are discussed in paragraphs 27—44 of their report. The only points on which the Government of India think it necessary to express their provisional views at present are the following:—

(*a*) *Paragraph* 29.—The Government of India are not certain that it is necessary to provide in the new Act for the exemption of the boilers used on or appertaining to a railway or belonging to the Royal Navy and Royal Indian Marine. It is for consideration whether the Government of India should exercise the power to grant

Exemption of certain boilers from the Act.

exemptions in such cases under rules framed under the Act. The case of boilers in steam vessels and steamships is, however, different as they are governed by separate legislation.

(*b*) *Paragraph* 30.—For the reasons given by the Committee, the Government of India agree that the new Act should apply to all boilers belonging to the Crown subject to power being given to local Governments to suspend the Act in case of any public emergency.

Application of the new Act to boilers belonging to Crown.

(*c*) *Paragraphs* 32—37.—It will be for local Governments to decide whether they will accept the recommendation of the Committee that boiler inspection should be under the control of the Director of Industries, a recommendation for which the Committee have adduced strong reasons. The Government of India also endorse the view of the Committee that the Chief Inspector should be a man of high technical qualifications. While agreeing that his duties should not include normally much actual inspection of boilers, the Government of India do not think that the Committee have laid sufficient stress on the necessity of the regular supervision of the work of the Inspectors by the Chief Inspector. It is possible that local Governments may agree that Chief Inspectors should eventually be included in an all-India Industrial Service, but the Government of India are not in favour of their being liable to transfer from one province to another. Similarly, the Government of India leave it to the smaller provinces to decide whether they will accept the proposal of the Committee that they should share their Chief Inspectors.

System of control and the status of Inspecting Staff.

In view of the recent strengthening of the technical staff employed by local Governments, the Government of Indiado not think it necessary that at the time of the introduction of the new Act, an experienced Mechanical Engineer should be appointed to advise all provincial Governments.

(*d*) *Paragraphs* 38—40.—A concise resume of the proposed system of registration is to be found in paragraph 39 of the report. It is proposed that all boilers when first used in India should be subject to a uniform system of survey and tests against standard conditions and that the results of the original test should be valid and accepted over the whole of India. This proposal provides the link necessary between a uniform standard for boilers with its application in practice. The Government of India are

System of registration of boilers.

prepared to accept this proposal. They also agree that in view of the amount of work necessitated by a detailed measurement of the boiler and the value of the registration to importers and users, the scale of fees for registration should be higher than the fees for inspection.

10. In Appendix I of the report, the Committee have suggested a draft of the proposed new Act as well as of the regulations and rules to be issued under it. The Government of India understand that the draft Bill was prepared by the Committee merely for the facility of making their recommendations in a concrete form. The Government of India invite the views of local Governments, etc., on the proposals embodied in the draft Act with special reference to—

(*a*) the issue of provisional orders (Section 12); and

(*b*) the power given under Section 27 (*g*) for making regulations to ensure the safety of any persons working inside a boiler [*see* Part II, Section I, Clause 2 (end) of the draft regulations].

As regards the draft regulations, the Government of India are asking the Board of Trade in the United Kingdom to criticise the provisions of Part I in consultation with leading boiler manufacturers and Boiler Insurance Associations. The opinions of local Governments, etc., are particularly invited on the following points:—

(*a*) the applicability of Part I, Section I, to boilers constructed in India (*vide* paragraph 46 of the report); and

(*b*) the proposal to allow boilers not fully complying with the standard to work at a lower pressure (*vide* Part I, Section 1, clause 2 of the regulations and paragraph 47 of the report).

The Government of India will also be glad to be favoured with the views of local Governments, etc., on Part II of the regulations. In this connection special attention is invited to the proposed abolition of the term "Nominal Horse Power" and the substitution of the term "Boiler Rating" (*vide* paragraph 48 of the report and Part II, Section I, clauses 4 and 5 of the regulations).

The draft rules are intended for issue by local Governments, etc., and the Government of India will be glad to receive any criticisms and suggestions they may have to offer with regard to them.

11. The Government of India take this opportunity of expressing their appreciation of the valuable services rendered by Mr. F. D. Ascoli, and the members of the Committee in the thorough investigation of a difficult technical subject.

12. The Government of India will be grateful if a reply can be sent to this letter by the 15th November next.

No. 1813/264 of 9th October 1922.

From Chamber to the Government of Bombay (General Department).

I have the honour to acknowledge receipt of your letter, No. 931-D, dated the 7th October 1922, on the subject of the Indian Boilers Bill, and to say that it will be placed before my Committee at their next meeting.

No. 2177/264 of 29th November 1922.

From Chamber to the Government of Bombay (General Department).

The Indian Boilers Bill.

I have the honour to refer to your letter, No. 931-D, dated the 7th October 1922, in which you request the views of my Committee on the above subject.

2. The receipt of your communication in this connection was acknowledged in my letter, No. 1813/264, dated the 9th October 1922, and in further reply I am to subjoin hereunder the views held by my Committee in relation to certain features of the Bill.

3. With regard to the main object of the measure, namely, to secure uniformity of boiler regulations throughout India, my Committee are in full agreement, as they consider that it is essential to the interests of all concerned that boiler regulations should be unified throughout the country.

4. I am to refer to the proposal that the use of steam pipes, as defined for the purpose of the Bill, is to be governed by regulations similar to those that apply to the use of boilers and to state that this appears to my Committee to be a step conducive to safety and I am accordingly to express their complete approval of this feature of the Bill.

5. I am desired to point out that the existing Boiler Regulations for the Presidency of Bombay require that every man who is in charge of boilers must possess a certificate stating that he is competent to take charge of boilers, but my Committee observe that in the Bill under consideration, it is proposed to abolish the obligation for men in charge of boilers to be in possession of such certificates of competency.

6. My Committee consider that this is a retrograde step.

7. While admitting that owners of large and valuable boilers will take steps to ensure that the men in charge of such boilers are competent to carry out their duties, my Committee wish to emphasize that many small boilers are owned by ignorant and improvident employers and they consider that the proposed abolition of certificates of competency is likely to jeopardise the lives of the employees of such owners.

8. My Committee are aware that many complaints have been made against the present system of examination for certificates of competency, on the grounds that such certificates are no true indication of a man's knowledge of the work he is required to do, but I am to point out that the possession of a certificate at least denotes that a man must have had a certain period of practical experience ; and in this connection my Committee endorse the Boiler Laws Committee's recommendation, namely, that the remedy for the alleged inutility of certificates is to improve the system of examination for such certificates.

9. I am, in conclusion, to sum up my Committee's views on the Bill by stating that while they approve of the unification of boiler regulations throughout India and the bringing of steam pipes under similar regulations they not only most strongly condemn the proposal to abolish, so far as Bombay is concerned, the obligation for men in charge of boilers to be in possession of certificates of competency, but also they consider that the Bill should provide for the establishment of an improved system of examination for such certificates.

No. 2181-264 of the 29th November 1922.

From Chamber to the Hon'ble Mr. C. A. Innes, C.S.I., C.I.E., I.C.S., Member for the Department of Commerce, Government of India, Delhi.

I have the honour to enclose for your information three copies of a letter which my Committee have addressed to the Government of Bombay on the subject of the Indian Boilers Bill.

Extract from the Gazette of India, Part IV, pp. 17-22, *dated the 3rd March* 1923.

The following Act of the Indian Legislature received the assent of the Governor General on the 23rd February 1923:—

ACT No. V OF 1923.

An Act to consolidate and amend the law relating to steam-boilers.

WHEREAS it is expedient to consolidate and amend the law relating to steam-boilers; It is hereby enacted as follows:—

Short title, extent and commencement.

1. (1) This Act may be called the Indian Boilers Act, 1923.

(2) It extends to the whole of British India, including British Baluchistan and the Santhal Parganas.

(3) It shall come into force on such date as the Governor General in Council may, by notification in the Gazette of India, appoint.

Definitions.

2. In this Act, unless there is anything repugnant in the subject or context—

(*a*) "accident" means an explosion of a boiler or steam-pipe or any damage to a boiler or steam-pipe which is calculated to weaken the strength thereof so as to render it liable to explode;

(*b*) "boiler" means any closed vessel exceeding five gallons in capacity which is used expressly for generating steam under pressure for use outside such vessel, and includes any mounting or other fitting attached to such vessel which is wholly or partly under pressure when steam is shut off;

(*c*) "Chief Inspector" and "Inspector" mean, respectively, a person appointed to be a Chief Inspector and an Inspector under this Act;

(*d*) "owner" includes any person using a boiler as agent of the owner thereof and any person using a boiler which he has hired or obtained on loan from the owner thereof;

(*e*) "prescribed" means prescribed by regulations or rules made under this Act;

(*f*) "steam-pipe" means any main pipe exceeding three inches in internal diameter through which steam passes directly from a boiler to a prime-mover or other first user, and includes any connected fitting of a steam pipe; and

(*g*) "structural alteration, addition or renewal" shall not be deemed to include any renewal or replacement of a petty nature when the part or fitting used for replacement is not inferior in strength, efficiency or otherwise to the replaced part or fitting.

Limitation of application.

3. (1) Nothing in this Act shall apply in the case of any boiler or steam pipe—

(*a*) in any steam-ship as defined in section 3 of the Indian Steam-ships Act, 1884, or in any steam-vessel as defined in section 2 of the Inland Steam-vessels Act, 1917; or

VII of 1884.

I of 1917.

(*b*) belonging to or under the control of His Majesty's Navy or the Royal Indian Marine Service.

(2) The Governor General in Council may, by notification in the Gazette of India, declare that the provisions of this

Act shall not apply in the case of boilers or steam-pipes, or of any specified class of boilers or steam-pipes, belonging to or under the control of any railway administered by the Government or by any railway company as defined in clause (5) of section 3 of the Indian Railways Act, 1890.

IX of 1890.

Power to limit extent.

4. The Governor General in Council may, by notification in the Gazette of India, exclude any specified area from the operation of all or any specified provisions of this Act.

Appointment of Chief Inspectors and Inspectors.

5. (1) The Local Government may appoint such persons as it thinks fit to be Inspectors for the province for the purposes of this Act, and may define the local limits within which each Inspector shall exercise the powers and perform the duties conferred and imposed on Inspectors by or under this Act.

(2) The Local Government shall likewise appoint a person to be Chief Inspector for the province, who may, in addition to the powers and duties conferred or imposed on the Chief Inspector by or under this Act, exercise any power or perform any duty so conferred or imposed on Inspectors.

XLV of 1860.

(3) Every Chief Inspector and every Inspector shall be deemed to be a public servant within the meaning of the Indian Penal Code.

Prohibition of use of unregistered or uncertificated boiler.

6. Save as otherwise expressly provided in this Act, no owner of a boiler shall use the boiler or permit it to be used—

(*a*) unless it has been registered in accordance with the provisions of this Act;

(*b*) in the case of any boiler which has been transferred from one province to another until the transfer has been reported in the prescribed manner;

(*c*) unless a certificate or provisional order authorising the use of the boiler is for the time being in force under this Act;

(*d*) at a pressure higher than the maximum pressure recorded in such certificate or provisional order;

(*e*) where the Local Government has made rules requiring that boilers shall be in charge of persons holding certificates of competency, unless the boiler is in charge of a person holding the certificate required by such rules.

Provided that any boiler registered, or any boiler certified or licensed, under any Act hereby repealed shall be deemed to have been registered or certified, as the case may be under this Act:

Provided, further that, until the expiration of twelve months from the commencement of this Act, nothing in this section shall be deemed to prohibit the use of any boiler in any local area in which the registration of, or a certificate or licence for the use of, a boiler was not previously required by law.

Registration.

7. (1) The owner of any boiler which is not registered under the provisions of this Act may apply to the Inspector to have the boiler registered. Every such application shall be accompanied by the prescribed fee.

(2) On receipt of an application under sub-section (1), the Inspector shall fix a date, within thirty days or such shorter period as may be prescribed from the date of the receipt, for the examination of the boiler and shall give the owner thereof not less than ten days' notice of the date so fixed.

(3) On the said date the Inspector shall proceed to measure and examine the boiler and to determine in the prescribed manner the maximum pressure, if any, at which such boiler may be used, and shall report the result of the examination to the Chief Inspector in the prescribed form.

(4) The Chief Inspector, on receipt of the report, may—

(*a*) register the boiler and assign a register number thereto either forthwith or after satisfying himself that any structural alteration, addition or renewal which he may deem necessary has been made in or to the boiler or any steam pipe attached thereto, or

(*b*) refuse to register the boiler:

Provided that where the Chief Inspector refuses to register a boiler, he shall forthwith communicate his refusal to the owner of the boiler together with the reasons therefor.

(5) The Chief Inspector shall, on registering the boiler, order the issue to the owner of a certificate in the prescribed form authorising the use of the boiler for a period not exceeding twelve months at a pressure not exceeding such maximum pressure as he thinks fit and as is in accordance with the regulations made under this Act.

(6) The Inspector shall forthwith convey to the owner of the boiler the orders of the Chief Inspector and shall in accordance therewith issue to the owner, any certificate of which the issue has been ordered, and, where the boiler has been registered, the owner shall within the prescribed period cause the register number to be permanently marked thereon in the prescribed manner.

Renewal of certificate.

8. (1) A certificate authorising the use of a boiler shall cease to be in force—

(*a*) on the expiry of the period for which it was granted ; or

(*b*) when any accident occurs to the boiler ; or

(*c*) when the boiler is moved, the boiler not being a vertical boiler the heating surface of which is less than two hundred square feet, or a portable or vehicular boiler ; or

(*d*) when any structural alteration, addition or renewal is made in or to the boiler ; or

(*e*) if the Chief Inspector in any particular case so directs, when any structural alteration, addition or renewal is made in or to any steam-pipe attached to the boiler ; or

(*f*) on the communication to the owner of the boiler of an order of the Chief Inspector or Inspector

prohibiting its use on the ground that it or any steam-pipe attached thereto is in a dangerous condition.

(2) Where an order is made under clause (*f*) of sub-section (1), the grounds on which the order is made shall be communicated to the owner with the order.

(3) When a certificate ceases to be in force, the owner of the boiler may apply to the Inspector for a renewal thereof for such period not exceeding twelve months as he may specify in the application.

(4) An application under sub-section (3) shall be accompanied by the prescribed fee and on receipt thereof, the Inspector shall fix a date within thirty days or such shorter period as may be prescribed from the date, of the receipt, for the examination of the boiler and shall give the owner thereof not less than ten days' notice of the date so fixed :

Provided that, where the certificate has ceased to be in force owing to the making of any structural alteration, addition or renewal, the Chief Inspector may dispense with the payment of any fee.

(5) On the said date the Inspector shall examine the boiler in the prescribed manner, and if he is satisfied that the boiler and the steam-pipe or steam-pipes attached thereto, are in good condition shall issue a renewed certificate authorising the use of the boiler for such period not exceeding twelve months and at a pressure not exceeding such maximum pressure as he thinks fit and as is in accordance with the regulations made under this Act :

Provided that if the Inspector—

(*a*) proposes to issue any certificate—

(*i*) having validity for a less period than the period entered in the application, or

(*ii*) increasing or reducing the maximum pressure at which the boiler may be used, or

(*b*) proposes to order any structural alteration, addition or renewal to be made in or to the boiler or any steam-pipe attached thereto, or

(*c*) is of opinion that the boiler is not fit for use,

the Inspector shall, within forty-eight hours of making the examination inform the owner of the boiler in writing of his opinion and the reasons therefor, and shall forthwith report the case for orders to the Chief Inspector.

(6) The Chief Inspector on receipt of a report under sub-section (5), may, subject to the provisions of this Act and of the regulations made hereunder, order the renewal of the certificate in such terms and on such conditions, if any, as he thinks fit, or may refuse to renew it:

Provided that where the Chief Inspector refuses to renew a certificate, he shall forthwith communicate his refusal to the owner of the boiler, together with the reasons therefor.

(7) Nothing in this section shall be deemed to prevent an owner of a boiler from applying for a renewed certificate therefore at any time during the currency of a certificate.

Provisional orders.

9. Where the Inspector reports the case of any boiler to the Chief Inspector under sub-section (3) of section 7 or sub-section (5) of section 8, he may, if the boiler is not a boiler the use of which has been prohibited under clause (*f*) of sub-section (1) of section 8, grant to the owner thereof a provisional order in writing permitting the boiler to be used at a pressure not exceeding such maximum pressure as he thinks fit and as is in accordance with the regulations made under this Act pending the receipt of the orders of the Chief Inspector. Such provisional order shall cease to be in force—

(*a*) on the expiry of six months from the date on which it is granted, or

(*b*) on receipt of the orders of the Chief Inspector, or

(*c*) in any of the cases referred to in clauses (*b*), (*c*), (*d*), (*e*) and (*f*) of sub-section (1) of section 8,

and on so ceasing to be in force shall be surrendered to the Inspector.

Use of boiler pending grant of certificate.

10. (1) Notwithstanding any thing hereinbefore contained, when the period of a certificate relating to a boiler has expired, the owner shall, provided that he has applied before the expiry of that period for a renewal of the certificate, be entitled to use the boiler at the maximum pressure entered in the former certificate pending the issue of orders on the application.

(2) Nothing in sub-section (1) shall be deemed to authorise the use of a boiler in any of the cases referred to in clauses (*b*), (*c*), (*d*), (*e*) and (*f*) of sub-section (1) of section 8 occurring after the expiry of the period of the certificate.

Revocation of certificate or provisional order.

11. The Chief Inspector may at any time withdraw or revoke any certificate or provisional order on the report of an Inspector or otherwise—

(*a*) if there is reason to believe that the certificate or provisional order has been fraudulently obtained or has been granted erroneously or without sufficient examination; or

(*b*) if the boiler in respect of which it has been granted has sustained injury or has ceased to be in good condition or

(*c*) where the Local Government has made rules requiring that boilers shall be in charge of persons holding certificates of competency, if the boiler is in charge of a person not holding the certificate required by such rules; or

(*d*) where no such rules have been made, if the boiler is in charge of a person who is not, having regard to the condition of the boiler, in the opinion of the Chief Inspector competent to have charge thereof:

Provided that where the Chief Inspector withdraws or revokes a certificate or provisional order on the ground specified in clause (*d*), he shall communicate to the owner of

the boiler his reasons in writing for the withdrawal or revocation, and the order shall not take effect until the expiry of thirty days from the receipt of such communication.

Alterations and renewals to boilers.

12. No structural alteration, addition or renewal shall be made in or to any boiler registered under this Act unless such alteration, addition or renewal has been sanctioned in writing by the Chief Inspector.

Alterations and renewals to steampipes

13. Before the owner of any boiler registered under this Act makes any structural alteration, addition or renewal in or to any steam-pipe attached to the boiler, he shall transmit to the Chief Inspector a report in writing of his intention, and shall send therewith such particulars of the proposed alteration, addition or renewal as may be prescribed.

Duty of owner at examination.

14. (1) On any date fixed under this Act for the examination of a boiler, the owner thereof shall be bound—

(*a*) to afford to the Inspector all reasonable facilities for the examination and all such information as may reasonably be required of him;

(*b*) to have the boiler properly prepared and ready for examination in the prescribed manner; and

(*c*) in the case of an application for the registration of a boiler, to provide such drawings, specifications, certificates and other particulars as may be prescribed.

(2) If the owner fails, without reasonable cause, to comply with the provisions of sub-section (1), the Inspector shall refuse to make the examination and shall report the case to the Chief Inspector who shall, unless sufficient cause to the contrary is shown, require the owner to file a fresh application under section 7 or section 8, as the case may be, and may forbid him to use the boiler notwithstanding anything contained in section 10.

Production of certificates etc.

15. The owner of any boiler who holds a certificate or provisional order relating thereto shall, at all resonable times during the period for which the certificate or order is in force, be bound to produce the same when called upon to do so by

a District Magistrate, Commissioner of Police or Magistrate of the first class having jurisdiction in the area in which the boiler is for the time being, or by the Chief Inspector or by an Inspector or by any Inspector appointed under the Indian Factories Act, 1911, or by any person specially authorised in writing by a District Magistrate or Commissioner of Police. XII of 1911.

Transfer of certificates, etc.

16. If any person becomes the owner of a boiler during the period for which a certificate or provisional order relating thereto is in force, the preceding owner shall be bound to make over to him the certificate or provisional order.

Powers of entry.

17. An Inspector may, for the purpose of inspecting or examining a boiler or any steam-pipe attached thereto or of seeing that any provision of this Act or of any regulation or rule made hereunder has been or is being observed, at all reasonable times enter any place or building within the limits of the area for which he has been appointed in which he has reason to believe that a boiler is in use.

Report of accidents.

18. (1) If any accident occurs to a boiler or steam-pipe, the owner or person in charge thereof shall, within twenty-four hours of the accident, report the same in writing to the Inspector. Every such report shall contain a true description of the nature of the accident and of the injury, if any, caused thereby to the boiler or to the steam-pipe or to any person, and shall be in sufficient detail to enable the Inspector to judge of the gravity of the accident.

(2) Every person shall be bound to answer truly to the best of his knowledge and ability every question put to him in writing by the Inspector as to the cause, nature or extent of the accident.

Appeals to Chief Inspector.

19. Any person considering himself aggrieved by—

(*a*) an order made or purporting to be made by an Inspector in the exercise of any power conferred by or under this Act, or

(*b*) a refusal of an Inspector to make any order or to issue any certificate which he is required or enabled by or under this Act to make or issue,

may, within thirty days from the date on which such order or refusal is communicated to him, appeal against the order or refusal to the Chief Inspector.

Appeals to appellate authority.

20. Any person considering himself aggrieved by an original or appellate order of the Chief Inspector—

(*a*) refusing to register a boiler or to grant or renew a certificate in respect of a boiler; or

(*b*) refusing to grant a certificate having validity for the full period applied for; or

(*c*) refusing to grant a certificate authorising the use of a boiler at the maximum pressure desired; or

(*d*) withdrawing or revoking a certificate or provisional order; or

(*e*) reducing the amount of pressure specified in any certificate or the period for which such certificate has been granted; or

(*f*) ordering any structural alteration, addition or renewal to be made in or to a boiler or steam-pipe, or refusing sanction to the making of any structural alteration, addition or renewal in or to a boiler,

may, within thirty days of the communication to him of such order, lodge with the Chief Inspector an appeal to an appellate authority to be constituted by the Local Government under this Act.

Finality of orders.

21. An order of an appellate authority under section 20 and save as otherwise provided in sections 19 and 20, an order of the Chief Inspector or of an Inspector shall be final and shall not be called in question in any Court.

Minor penalties.

22. Any owner of a boiler who refuses or without reasonable excuse neglects—

(*i*) to surrender a provisional order as required by section 9, or

(*ii*) to produce a certificate or provisional order when duly called upon to do so under section 15, or

(*iii*) to make over to the new owner of a boiler a certificate or provisional order as required by section 16,

shall be punishable with fine which may extend to one hundred rupees.

Penalties for illegal use of boiler.

23. Any owner of a boiler who, in any case in which a certificate or provisional order is required for the use of the boiler under this Act, uses the boiler either without any such certificate or order being in force or at a higher pressure than that allowed thereby, shall be punishable with fine which may extend to five hundred rupees, and, in the case of a continuing offence, with an additional fine which may extend to one hundred rupees for each day after the first day in regard to which he is convicted of having persisted in the offence.

Other penalties.

24. Any person who—

(*a*) uses or permits to be used a boiler of which he is the owner and which has been transferred from one province to another without such transfer having been reported as required by section 6, or

(*b*) being the owner of a boiler fails to cause the register number allotted to the boiler under this Act to be marked on the boiler as required by sub-section (6) of section 7, or

(*c*) makes any structural alteration, addition or renewal in or to a boiler without first obtaining the sanction of the Chief Inspector when so required by section 12, or to a steam-pipe without first informing the Chief Inspector, when so required by section 13, or

(*d*) fails to report any accident to a boiler or steam-pipe when so required by section 18, or

(*e*) tampers with a safety valve of a boiler so as to render it inoperative at the maximum pressure at which the use of the boiler is authorised under this Act, shall be punishable with fine which may extend to five hundred rupees.

Penalty for tampering with register mark.

25. (1) Whoever removes, alters, defaces, renders invisible or otherwise tampers with the register number marked on a boiler in accordance with the provisions of this Act or any Act repealed hereby, shall be punishable with fine which may extend to five hundred rupees.

(2) Whoever fraudulently marks upon a boiler a register number which has not been allotted to it under this Act or any Act repealed hereby, shall be punishable with imprisonment which may extend to two years, or with fine, or with both.

Limitation and previous sanction for prosecutions.

26. No prosecution for an offence made punishable by or under this Act shall be instituted except within six months from the date of the commission of the offence, and no such prosecution shall be instituted without the previous sanction of the Chief Inspector.

Trial of offences.

27. No offence made punishable by or under this Act shall be tried by a Court inferior to that of a Presidency Magistrate or a Magistrate of the first class.

Power to make regulations.

28. The Governor-General in Council may, by notification in the Gazette of India, make regulations consistent with this Act for all or any of the following purposes, namely :—

(*a*) for laying down the standard conditions in respect of material, design and construction which shall be required for the purpose of enabling the registration and certification of a boiler under this Act ;

(*b*) for prescribing the method of determining the maximum pressure at which a boiler may be used ;

(*c*) for regulating the registration of boilers, prescribing the fees payable therefor, the drawings,

specifications, certificates and particulars to be produced by the owner, the method of preparing a boiler for examination, the form of the Inspector's report thereon, the method of marking the register number, and the period within which such number is to be marked on the boiler ;

(*d*) for regulating the inspection and examination of boilers and steam-pipes, and prescribing forms of certificates therefor ;

(*e*) for ensuring the safety of persons working inside a boiler ; and

(*f*) for providing for any other matter which is not, in the opinion of the Governor-General in Council, a matter of merely local or provincial importance.

Power to make rules.

29. The Local Government may, by notification in the local official Gazette, make rules consistent with this Act and the regulations made thereunder for all or any of the following purposes, namely :—

(*a*) for prescribing the qualifications and duties of the Chief Inspector and of Inspectors, for regulating their salary, allowances and conditions of service, for prescribing or constituting authorities to which they shall respectively be subordinate, and the limits of the administrative control to be exercised by such authorities ;

(*b*) for regulating the transfer of boilers ;

(*c*) for providing for the registration and certification of boilers in accordance with the regulations made under this Act ;

(*d*) for requiring boilers to be in charge of persons holding certificates of competency, and for prescribing the conditions on which such certificates may be granted ;

(*e*) for prescribing the times within which Inspectors shall be required to examine boilers under section 7 or section 8 ;

(*f*) for prescribing the fees payable for the issue of renewed certificates and the method of determining the amount of such fees in each case ;

(*g*) for regulating inquiries into accidents ;

(*h*) for constituting the appellate authority referred to in section 20, and for determining its powers and procedure ;

(*i*) for determining the mode of disposal of fees, costs and penalties levied under this Act ; and

(*j*) generally to provide for any matter which is, in the opinion of the Local Government, a matter of merely local importance in the province :

Provided that the previous sanction of the Governor-General in Council shall be required to the making of any rule under clause (*j*).

Penalty for breach of rules.

30. Any regulation or rule made under section 28 or section 29 may provide that a contravention thereof shall be punishable with fine which may extend to one hundred rupees.

Publication of regulations and rules.

31. (1) The power to make regulations and rules conferred by sections 28 and 29 shall be subject to the condition of the regulations and rules being made after previous publication.

(2) Regulations and rules so made shall be published in the Gazette of India and the local official Gazette, respectively, and, on such publication, shall have effect as if enacted in this Act.

Recovery of fees, etc.

32. All fees, costs and penalties levied under this Act shall be recoverable as arrears of land revenue.

Applicability to the Crown.

33. Save as otherwise expressly provided, this Act shall apply to boilers and steam-pipes belonging to the Crown.

Power to suspend in case of emergency.

34. In case of any emergency, the Local Government may by general or special order in writing, exempt any boiler or steam-pipe from the operation of all or any of the provisions of this Act.

35. On and from the commencement of this Act, the enactments mentioned in the Schedule shall be repealed to the extent specified in the fourth column thereof. Repeal of enactments.

Provided that any Chief Inspector or Inspector appointed under any Act so repealed shall be deemed to have been appointed under this Act.

THE SCHEDULE.

(*See Section* 35)

ENACTMENTS REPEALED.

Year.	No.	Short title.	Extent of repeal.
		Acts of the Governor General in Council.	
1903	I	The Amending Act, 1903	So much of the First Schedule as relates to the Bengal Steam-boilers and Prime-movers Act, 1879.
1920	XXXVIII	The Devolution Act, 1920	So much of the First Schedule as relates to the Bengal Steam-boilers and Prime-movers Act, 1879.

Year.	No.	Short title.	Extent of repeal.
		Madras Acts.	
1893	III	The Madras Steam-boilers and Prime-movers Act, 1893	The whole.
1904	I	The Madras Steam-boilers and Prime-movers (Amendment) Act, 1904.	The whole.
1909	VII	The Madras Steam-boilers and Prime-movers (Amendment) Act, 1909.	The whole.
		Bombay Acts.	
1917	V	The Bombay Boiler Inspection Act, 1917.	The whole.
1920	X	The Bombay Boiler Inspection (Amendment) Act, 1920	The whole
		Bengal Acts.	
1879	III	The Bengal Steam-boilers and Prime-movers Act, 1879	The whole.
1915	II	The Bengal Steam-boilers and Prime-movers (Amendment) Act, 1915.	The whole.
		United Provinces Act.	
1915	III	The United Provinces Steam-boilers Act, 1915.	The whole.
		Punjab Act.	
1902	II	The Punjab Steam-boilers and Prime-movers Act, 1902.	The whole.
		Central Provinces Acts.	
1907	II	The Central Provinces Boiler Inspection Act, 1907.	The whole.
1919	IV	The Central Provinces Boiler Inspection (Amendment) Act, 1919.	The whole.
		Burma Act.	
1910	II	The Burma Steam-boilers and Prime-movers Act, 1910.	The whole.

APPENDIX I-1.

INDIAN MERCHANT SHIPPING (CONSOLIDATION) BILL.

Dated 27th February 1922.

From the Hon'ble Sir Arthur Froom, Kt., Delhi, to Chamber.

Indian Merchant Shipping Act.

I enclose a Bill* which is being introduced in the Council of State to consolidate certain enactments relating to Merchant Shipping. The various Indian Merchant Shipping Acts dating back to 1859 have always been clumsy to deal with as many of the sections in the various Acts are obsolete. The Bill aims at consolidating the various Acts in an upto date form and I am told that no fresh legislation is introduced in it.

No doubt the Act will be of special interest to the Shipping Sub-Committee and if they have any criticisms to offer they should reach me not later than the 8th March.

No. 357/103 of the *9th March* 1922.

From Chamber to the Hon'ble Sir Arthur Froom, Kt., Delhi.

I am directed to acknowledge receipt of your letter of the 27th ultimo enclosing a copy of the Indian Merchant Shipping Consolidation Bill and to thank you for the same.

The Bill in question was circulated to the Shipping and Export-Sub-Committee and subsequently considered by the

* Not printed.

Committee. In accordance with your request that any criticisms which they might have to offer should be forwarded to reach you not later than the 8th instant the following telegram, which I now confirm, was despatched to you on the 7th instant :—

> " Your letter 27th instant Committee have no objection to Indian Merchant Shipping Consolidation Bill if as they understand it merely consolidates existing legislation without introducing any fresh principles. Committee consider however no fresh principles should be introduced without opportunity for full consideration."

The general opinion, however, was to the effect that it was impossible to study so comprehensive a measure within the time available and I shall accordingly be grateful if you would be good enough to ask the Commerce Department to send me six additional copies for distribution amongst the members of the Shipping Sub-Committee.

Dated 13th March 1922.

From the Hon'ble Sir Arthur Froom, Kt., Delhi, to Chamber.

Indian Merchant Shipping Consolidation Bill.

I am in receipt of your letter No. 357/103 of the 9th instant in connection with this Bill, confirming your telegram of the 7th.

So far as I can gather the Consolidated Bill introduces no fresh legislation but next Sessions there is likely to be introduced an amending Bill to this new Bill to bring the Indian Merchant Shipping Laws up-to-date. The amending Bill will be the important one for the consideration of the Bombay Chamber of Commerce.

I will try and get six additional copies of the Consolidation Bill and send them to you.

APPENDIX I-2.

ACCOMMODATION FOR DECK PASSENGERS ON BOARD NATIVE PASSENGER SHIPS.

No. 1380-C of the 18th January 1922.

From the Government of Bombay (General Department), to Chamber.

Subject :—Recommendations made by the deck passenger Committee.

I am directed by the Governor in Council to forward herewith a copy of a letter (with 5 spare copies) from the Government of India, Department of Commerce, No. 6372, dated the 4th November 1921, on the subject noted above, and to request that your Chamber may be asked to favour Government with their opinion on the points raised by the Government of India and on the Report of the Deck Passenger Committee generally. I am to add that, as the Government of India have asked for a reply by the 1st March 1922, the Government of Bombay would be obliged if the Chamber's opinions are communicated to them by the 1st February 1922 at the latest.

No. 6372 of the 4th November 1921.

From the Government of India (Department of Commerce), Delhi, to the Government of Bombay (Marine Department).

I am directed to invite a reference to this Department's Resolution No. 3750, dated the 25th May 1921, regarding the Report of the Deck Passenger Committee.

2. Many of the questions dealt with in the Report are very difficult and controversial, as is indicated by the fact that there was much difference of opinion even among the members of the Committee. The Government of India have therefore thought it necessary, before

inviting the views of local Governments, on the recommendations of the Committee, carefully to examine those recommendations in order that they may be able to formulate their own views on the main questions raised in the Report. It will be understood, however, that they have adopted this course solely with the object of expediting the disposal of the case, and that the views expressed below are intended to be purely provisional. The Government of India are quite prepared to reconsider them in the light of such criticisms as this letter may elicit.

3. The important chapter of the Report is Chapter II, which contains the recommendations of the Committee as to the amount of space to be prescribed for each passenger on board a ship to which the Native Passenger Ships Act, 1887, applies. As the Act stands at present, voyages are divided into "long voyages" and "short voyages." The former is defined as a voyage "during which the ship performing it will, in ordinary circumstances, be one hundred and twenty hours or upwards continuously out of port." A "short voyage" is a voyage during which the ship performing it will not, in ordinary circumstances, be one hundred and twenty hours continuously out of port. Section 18 of the Act prescribes that steamships (which alone are of importance at present) performing a short voyage in seasons of fair weather shall contain in the between-deck at least six superficial feet and thirty-six cubic feet of space available for each between-deck passenger and on the upper deck at least four superficial feet for each between-deck passenger and at least six superficial feet for each upper-deck passenger. During seasons of foul weather, the limits of space are increased as below:—In the between-deck at least 9 superficial feet and 54 cubic feet for each between-deck passenger, and in the upper deck at least four superficial feet for each between-deck passenger, and at least nine superficial feet for each upper-deck passenger. Rules as to long voyages are contained in a notification issued by the Government of India, (No. 1356, dated 14th March 1889) under the provisions of section 56 of the Act. Under this notification a steamship performing a long voyage must contain in the between-deck at least 9 superficial feet and 54 cubic feet for every passenger, *plus*, in the upper deck at least, 6 superficial feet for every between-deck passenger.

4. There is general agreement among the members of the Committee that the above rules are not suited to modern conditions, and that the space allowances require improvement. But here all unanimity ends, and the Committee were able to come to agreement neither as to the classification of voyages for the purposes of the Act, nor as to the minimum space allowance to be prescribed for each class of voyage. The two expert members of the Committee lay stress on the class from which deck passengers are mostly drawn. They emphasize, that if space allowances are increased materially, an enhancement of fares must inevitably follow, and they believe that deck passengers, as a class, if they could be consulted, would prefer to subordinate considerations of comfort to cheapness of fares. They point out that, owing to the fact that 'obstructions' such as hatchways, passage ways, the space under ladders, masts and ventilating

fans, and the like, are not measured for passage accommodation, the accommodation actually available for passengers is greater than the space allowances now in force appear to indicate. And for these reasons they press for a less liberal increase in space allowances than the rest of the Committee on general grounds are in favour of.

5. The Government of India fully appreciate the great difficulty of the question. They agree that space allowances ought to be increased. They agree also that it is undesirable that the increase in space allowances should be made the pretext for a material increase in fares, and they are the more reluctant that any amendment of the Native Passenger Ships Act, which they may think it necessary to make, should have this result, since they have recently been compelled to propose more stringent regulations for these ships in respect of the provision of life-boats and other safety appliances, which regulating will undoubtedly involve owners in increased expense. In framing their provisional proposals they have kept these considerations prominently in mind. At the same time, they think it necessary to point out that they are unable to accept the argument that spaces which are deliberately excluded from measurement should be taken into account in fixing space allowances. Hatchways, if they exist at all, must be very small on steamers of the purely passenger type (class B in paragraph 11 of the Report), and moreover it appears from Chapter III of the Report that they are frequently left open. As regards passage ways, attention is invited to paragraph 13 of the Report of the Committee on Life Saving Appliances. The Government of India do not propose to argue the point further. They think that the soundness of the principle that spaces excluded from measurement should not be taken into account in fixing space allowances, will meet with general acceptance.

6. The ground can also be cleared in other respects. The Government of India see no objection to the proposal in paragraph 16 that a flat rate of space allowance should be substituted for the occupation space *plus* airing space at present provided for between-deck passengers, but provisionally they agree that the acceptance of this suggestion may involve the amendment of the Act in the direction indicated in recommendation No. (iii) in paragraph 35-A of the Report. They entirely agree that the 5 rule (paragraph 29) should be abolished, and they also agree that different space allowances should be prescribed in short voyages for fair weather and foul weather season, respectively. Finally I am to say that they are much in favour of the introduction of the system of notification by compartments referred to in paragraph 32. This system is in accordance with English practice, and was also recommended in paragraph 12 of the Report of the Committee on Life Saving Appliances.

7. In considering the question of space allowances, obviously the first point for decision is how voyages should be classified for the purpose of these allowances. At present, as has already been stated voyages are classified as 'long' voyages and 'short' voyages, the latter class again being sub-divided into voyages in the fair weather season

and voyages in the foul weather season. It will generally be admitted, it is thought, that this classification is not sufficiently elastic, and the Government of India further accept the view of the Committee that regard should be had to existing trades in drawing up the schedule of classes, and that more space is needed on 'long' voyages than on 'short'. In paragraph 15 a doubt is expressed whether the distinction between 'long' and 'short' voyages should be maintained. The Government of India, however, are disposed to think that there is good reason for the distinction. If a ship is constantly putting into port, it does not necessarily follow that the same passengers are on board during the whole voyage, or, that the ship is equally crowded all the time. On some sections of the voyage, she may carry her full complement of passengers, but on other sections she may be half empty. On the other hand, when a crowded ship starts on a voyage in which she will be out of port continuously for 120 hours, there is no hope of relief for five full days, and the Government of India presume that the distinction between a 'long' and a 'short' voyage is based upon this consideration. They are inclined to agree, however, that the distinction as at present defined is defective. They understand, for instance, that a voyage from Bombay to Basrah, as performed by the steamers of certain companies, now counts as a 'short' voyage, since the longest run between any two ports on the voyage takes only 4½ days. The whole journey ordinarily takes from 22½ to 25 days. Now it is quite conceivable that a steamer performing a 'short' voyage of this kind is crowded on every section, and that some passengers are on board throughout the voyage. If so, such passengers, are much worse off than passengers on a 'long' voyage, since in addition to overcrowding they have the discomfort of disturbance when the ship is in port at night. While, therefore, the Government of India are provisionally of opinion that the distinction between a 'long' and a 'short' voyage should be maintained, they agree with the majority of the Committee that the definitions require alteration. They are inclined to think that a 'long' voyage might suitably be defined alternatively as a voyage in which a ship in ordinary circumstances is 120 hours out of port, or, as a voyage the ordinary duration of which between the two terminal ports is a specified number of hours or more. A definition of this kind would probably meet the objections just pointed out, but it is probable that the object in view would be attained sufficiently well by the adoption of the recommendation of the majority of the Committee that 72 hours should be substituted for 120 hours in the existing definition of a 'long' voyage. I am to ask whether the Government of Bombay consider that the definitions of 'long' and 'short' voyages require alteration, and if so, what revised definitions they would propose.

8. Provisionally the Government of India are prepared to accept the classification of voyages proposed by a majority of the Committee in paragraphs 17-24. The classification has been drawn up with due regard to the main existing trades and to the types of steamers ordinarily employed on those trades, and the Government of India think that it will be sufficiently elastic.

9. As regards space allowances, there is no differenc of opinion in respect of 'long' voyages. An allowances of 15 square feet for each passenger is recommended, and it is thought that this figure may be accepted as a maximum. The question of the minimum is much more difficult. The question is gravely complicated by the question of fares, and also on some classes of voyages by that of luggage, and judging by 3rd class Railway travelling in India, the Government of India consider that it would be a mistake to raise the fare against deck passengers by being too solicitous for their comfort. But sea travelling is complicated by sea-sickness, and it is thought that it might be laid down as a reasonable proposition that ordinarily the deck passenger should be entitled to enough space to enable him to lie down in moderate comfort. From paragraph 10 it appears that the least average space in which a deck passenger can lie down with the minimum necessary personal effects, is 9·2 square feet. The Indian members of the Committee think that, having regard to the general rise in the standard of comfort, the datum line should be pitched somewhat higher; the expert members of the Committee, on the other hand, aink that a minimum of 9·2 square feet is unnecessarily high. Having regard to the conditions of the problem, the Government of India think that the figure of 9·5 square feet suggested by the President is a reasonable compromise, and they suggest that a minimum space allowance of 9·5 square feet per passenger should be prescribed for the class of voyage referred to in paragraph 20. In festival seasons they agree that Local Governments should be empowered, on the conditions proposed in paragraph 19, to fix a somewhat lower rate. The Committee suggest an allowance of 9 square feet for each passenger. On some runs during festival seasons, it is possible that Local Governments may think that even a lower figure might reasonably be prescribed. It is understood that the Government of Bombay is mainly concerned, and that a question is of importance mainly in respect of runs south of Bombay. It is believed that the luggage difficulty does not exist to any marked degree on these runs, and having regard to the difficulties of 'rush periods' pointed out by Mr. Ritchie on page 54 of the Report, the Government of Bombay may prefer to be empowered to prescribe a special space allowance for times of festivals of 7·5 or 8 square feet. The Government of India will await proposals in this respect. For the remaining classes of voyages specified in paragraph 35 A (*b*), (*c*), (*d*), (*e*) and (*f*), they are prepared to accept as a basis of discussion space allowances of 11, 12, 14 and 15 square feet, respectively.

10. The Government of India are also willing, subject to any remarks which Local Governments may think it necessary to make, to agree to the remaining recommendations in paragraph 35-A of this Chapter, with the exception or recommendation No. (XVII). On this question they prefer to reserve judgment until the need for considering a suggestion which is unusual and is open to obvious economic objections, arises.

11. They have few remarks to make at the present stage on the proposals in Chapter III. The general principle laid down by the Com-

mittee in regard to measurement appear to them to be unquestionably sound, and having regard to the remarks of the Committee on Life Saving Appliances in paragraph 10 of their Report, they attach special importance to the recommendations that decks the whole length of which, fore and aft, is occupied by boats, should not be measured for passengers, and that in the case of decks which are utilized for carrying passengers as well as boats, the space occupied by the boats should be kept clear of passengers by carrying a railing round the inner side of this space instead of between the boats and the ship's side. Special attention is invited to the recommendation that no between-deck or lower between-deck should be measured for platforms unless it is fitted with sleeping platforms. Mr. Ritchie (paragraph 7 of his minute of dissent) does not agree that the provision of these sleeping platforms should be made compulsory, and advises that merely a recommendation should be made to the Steamship Companies. His argument is that many steamers carry cargo and passengers alternatively in between-decks, and there is much force in this argument, since it is believed that twelve out of the twenty-four steamers of the Bombay Steam Navigation Company carry passengers and cargo alternatively in between-decks. It is understood, however, that sleeping platforms can be erected in such a way that they lie nearly flat against the ship's sides when not in use and it is doubtful whether the loss of available cargo space would be appreciable. The Government of India, therefore, are disposed to accept the Committee's recommendation, and they commend it for the careful consideration of Local Governments.

12. The Government of India agree that a detailed set of instructions, on the lines of the Board of Trade Instructions as to the *survey of passenger accommodation* might usefully be prepared for the guidance of Ship Surveyors in India, and as soon as the general principles of measurement have been definitely settled, they propose to examine the question how best this recommendation of the Committee can be carried out.

13. The question of passengers' luggage, dealt with in Chapter IV of the Report, is a difficult one. It is unquestionable that the luggage taken on board by deck passengers is responsible, on many runs, for much of the over-crowding which exists, and, as will be seen from paragraph 13 of the Report of the Committee on Life Saving Appliances the present practice is objectionable from the point of view of safety. The difficulty of remedying the evil, especially on steamers plying between Bombay and Karachi and ports in the Persian Gulf is admitted, but the Government of India are clearly of opinion that it should be carefully considered whether the problem cannot be tackled. In this connection, I am to draw attention to Rule 53 of the Rules published under Section 58 of the Pilgrim Ships Act, 1895 (Notification No. 1902, dated the 14th October 1910), and to enquire whether a similar rule could not be enforced in respect of ships governed by the Native Passenger Ships Act.

14. Subject to the following remarks, the Government of India are provisionally of opinion that the recommendations in Chapter V of the

Report might be accepted. In principle, they approve of the proposal that owners should be required to provide at least two permanent latrines for every hundred passengers which a vessel is licensed to carry, subject to a maximum of 60 in all, and they agree with the Committee that temporary latrines would not be sanitary. For the reasons given by Mr. Ritchie, however, in paragraph 9 of his minutes of dissent, there may be practical difficulties in the way of giving effect to this proposal in existing steamers, and the Government of India will await the views of Local Governments before coming finally to a conclusion. With regard to the Committee's recommendation in favour of the entertainment of a special staff of sweepers, the Government of India are inclined to agree with Mr. Ritchie that it would be preferable to arrange the scale on the number of latrine seats and not on the number of passengers carried. They consider that one sweeper should be employed for every twelve seats. The question of fresh water supply is dealt with in paragraph 43 of the Report. The objections raised by the expert members of the Committee to the suggestion in paragraph 44-A (XIII) of the Report seem to the Government of India to deserve special consideration, but possibly arrangements could be made for an increase in the number of taps in the upper deck.

15. The Government of India consider that the recommendations in Chapter VI of the Report should be accepted. As regards Chapter VII, I am to invite special attention to paragraph 47. The Committee recommend that a medical officer should be carried if the scheduled duration of a voyage between terminal points is more than 72 hours, and if the number of passengers is 150 or over. The Government of India do not know what the practical result of a rule of this kind would be, but they doubt whether the rule as it stands can logically be defended. Section 209 of the English Merchant Shipping Act, 1894, merely prescribes that every foreign-going ship having one hundred persons or upwards on board shall carry on board as part of her complement a duly qualified medical practitioner, and the Government of India doubt whether the criterion for the inclusion of a medical officer in the complement of a vessel can reasonably be the scheduled duration of the voyage between terminal ports. During the voyage the vessel may touch frequently at intermediate ports, and if so, it would be unreasonable to require the presence on board of a medical officer. As at present advised, the Government of India would prefer to amend Section 26 of the Native Passenger Ships Act so as to provide—

(1) that any foreign-going ship (as defined in Section 118 of Act 1 of 1859), or

(2) any ship performing a 'long' voyage (as the Committee propose to define a 'long' voyage)

should, if they have 150 passengers or upwards on board, be required to carry a medical officer. The qualifications of the medical officer might perhaps be prescribed on the lines of Rule 80 (3) of the rules issued under the Pilgrim Ships Act, namely, the possession either of a medical qualification registered in a Medical Register in the United

Kingdom, or the Degree of License of one of the following Universities, *viz.*, Calcutta, Bombay, Madras, Punjab and Allahabad or the qualification of a Military Assistant Surgeon. If these suggestions are accepted, the Government of India see no objection to the recommendations in paragraph 48, regarding hospital accommodation.

16. In paragraphs 57-61 of the Report, the Committee draw attention to a certain laxity in the administration of the Act, and propose that while the working of the Act should remain with the Provincial Marine authorities, a Central Inspecting Authority consisting of two Inspectors should be appointed to work directly under the Government of India. The duties proposed for these Inspectors are defined in paragraph 68-A. (XIV) of the Report, and it is further suggested that the cost of administering the Act more effectively should be met by an enhancement of the fees for A certificates and by the levy of a fee of Rs. 5 for B certficates. The Government of India agree that the administration of the Act should be made effective, but they are not prepared to commit themselves to the precise proposals made in this behalf by the Committee, until they are in the possession of the views of Local Governments.

17. The Government of India do not think it necessary at this stage to comment on the other recommendations in the Report. Some of these recommendations are for the consideration of Local Governments, and others for the consideration of the Shipping Companies which will doubtless be supplied with copies of the Report. It may be taken that the Government of India are prepared, provisionally, to accept any recommendations which require their orders or an amendment of the Act and which they have not referred to specifically in this letter. I am, therefore, to request that their special attention may be drawn to any such recommendations to which the Government of Bombay think it necessary to take exception.

18. The Government of India are aware that this Report raises many difficult questions, and that it will be necessary to consult Steamship Companies and public bodies on these questions. But I am to request that a special effort may be made to furnish the Government of India with the views of the Government of Bombay on the points raised in this letter and on the Report generally before the 1st March 1922.

No. 494-53 of the 29th March, 1922.

From Chamber to the Government of Bombay, (General Department).

I am directed to acknowledge receipt of your letter, No. 1380 C, dated the 18th January, 1922, forwarding a copy of a letter

from the Government of India Department of Commerce, No. 6372, dated the 4th November, 1921, on the subject of the recommendations made in the report of the Deck Passenger Committee, 1921, and requesting the views of my Committee upon both the recommendations in question and also the provisional views of the Government of India thereon set forth in their letter.

2. In the first place I am to invite the attention of the local Government to the fact that the period prescribed in their letter for the receipt of my Committee's views in the above connection was manifestly inadequate and that it is only possible now to advise you of the decisions at which they have arrived after the most careful consideration of a very difficult subject.

3. The Deck Passenger Committee were appointed to advise the Government of India as to the amendments, if any, it is desirable in modern conditions, to make in the Native Passenger Ships Act, 1887, and the rules framed thereunder, in order to prevent the over-crowding of deck passengers and to ensure their better health and comfort. In particular the Committee were asked to consider and to make specific recommendations as to :—

(1) the amount of space to be prescribed for each passenger and the method to be adopted for the measurement of such space ;

(2) the standards of ventilation, latrine accommodation and water-supply to be prescribed ;

(3) the conditions on which the carriage of passengers' luggage and of cattle, sheep and goats should be permitted ; and

(4) the structural alterations to ships involved in their recommendations.

4. The main points at issue are the space to be allowed to each passenger and the methods to be adopted for the measurement of such space under various voyage conditions and

in this connection my Committee submit that the following considerations are of primary importance :—

(*a*) The ships running at the time the Native Passenger Ships Act, 1887, was framed, are now entirely obsolete and have been replaced by more up-to-date ones in the design of which special attention has been paid to lighting, ventilation, etc., and to all questions of latrine accommodations, water-supply, etc.

(*b*) The majority of the public travelling as deck passengers are of the labouring class to whom a cheap passage is a much greater attraction than additional comfort. Any large increase in the space allowed must inevitably lead to an enhancement of the present rates and my Committee are strongly of opinion that to the bulk of the deck passengers themselves considerations of increased comfort will always be subordinate to cheapness of fares.

5. I am now to refer seriatim to the points raised by the Government of India in their letter, paragraphs 3-12 of which traverse the ground of the main enquiry described above.

6. Paragraphs 3 to 8 deal with the question of the time occupied over voyages and the nature of the existing and proposed classifications in this respect. At present, under the existing Act voyages are divided into 'long' and 'short' voyages. The former is at present defined as a voyage 'during which the ship performing it will, in ordinary circumstances, be one hundred and twenty hours or upwards continuously out of port' while a 'short voyage' is one in which the ship will be less than 120 hours out of port. The Deck Passenger Committee recommend by a majority that the limit for a long voyage should be reduced from 120 hours to 72 hours for the longest section of the voyage and the Government of India anticipate apparently that this recommendation will meet the requirements of the case. My Committee, however, have considered this matter most carefully and are of opinion that it would be a mistake to effect any change in the existing definition of a 'long voyage.'

7. In the above connection my Committee desire to point out that the illustration of their argument provided by the Government of India in paragraph 7 of their letter is not really relevant. The British India Steam Navigation Company, for the convenience of mails and passengers travelling between the more important ports in the Persian Gulf, have been running for some years past a weekly mail service between Bombay and Basra. The ships in question, which are all fast and first class steamers, call, on the outward journey, at Karachi, Muscat, Bushire and Basra and, on the inward journey, at Bushire, Muscat, Karachi and Bombay, and complete the voyage from Bombay to Basra, and *vice versa*, in under seven days. This service, I am to add, is in addition to the one cited by Government, which is primarily for the convenience of passengers to and from the intermediate ports.

8. If, however, it is accepted that a 'short voyage' should be one of less than 120 hours duration, and a 'long voyage' one in excess of that period my Committee are prepared to approve the voyage classification proposed by the majority of the Deck Passenger Committee in paragraph 17 of their report.

9. Paragraph 9 of the Government of India's letter refers to the question of space allowances to which my Committee attach considerable importance for the reasons above given and after the most careful consideration of the report and the minutes of dissent appended thereto they are of opinion that the minimum of 9·5 square feet suggested by the President of the Committee is unduly liberal and that, if the recommendations were carried out, it would inevitably necessitate a considerable increase in the present fares, the burden of which would be borne by the poorer classes. In this connection my Committee invite special attention to the carefully conceived recommendations set forth in the minutes of dissent by Mr. Ritchie and Captain St. Croix. As, moreover, the Government of India are apparently prepared to consider proposals for a reduction in the space allowance in the case of some runs during the festival seasons my Committee find it difficult to understand why the special allowance suggested in that connection should not be prescribed as the standard allowance in all circumstances for 'short voyages.' Accordingly my

Committee consider that no case has been made out for so large an increase in the space allowance as recommended by the majority of the Deck Passenger Committee and they are of opinion that the suggestions detailed below with regard to the various classes of voyages should be accepted and adopted.

10. For purposes of convenience the Deck Passenger Committee have summarised their recommendations in Chapter II of their report, the provisions of which have been discussed in the above quoted paragraphs of the Government of India's letter in paragraph 35A, and I am now to summarise my Committee's views in that connection in the same manner :—

Summary of recommendations.	*Views of the Committee of the Bombay Chamber of Commerce.*
(*i*) The limit for a long voyage should be reduced from 120 to 72 hours (for the longest section of a voyage).	(*i*) My Committee take the strongest possible exception to this proposal.
(*ii*) A flat rate of space allowance should be substituted for the occupation space *plus* airing space at present provided for the Between-deck passenger.	(*ii*) ,, ,,
(*iii*) There should be a provision in the Act that, subject to the requirements of navigation, all exposed decks not reserved for higher classes, or occupied by passengers, shall be made available to Between-deck passengers as airing space.	(*iii*) ,, ,,
(*iv*) There should be six classes of voyage, *viz.* (*i*) Short voyage, specified runs, Festival Seasons, Fair season ; (*ii*) Short voyage, specified runs, non-festival seasons, Fair season ; (*iii*) Short voyage, non-specified runs, Bombay Coast only, Fair season; (*iv*) short voyage, non-specified runs, other steamers, Fair season ; (*v*) Short voyage, non-specified runs, Foul season ; and (*vi*) Long voyage, Fair and Foul seasons.	(*iv*) This classification is approved provided space allowances for the various voyages are prescribed in the manner, and to the extent, indicated below.

Summary of Recommendations.	*Views of the Committee of the Bombay Chamber of Commerce.*
(*v*) The space allowances for the different classes should be as follows:—	(*v*) My Committee are in favour of the adoption of the following allowances—
(*a*) Short voyage, specified runs, Festival seasons:—The Bombay Government should be given power to allow steamers to carry at the rate of 9′ during holiday seasons such as the Holi and Dewali, special certificates being obtained on each occasion and the concession being limited to voyages in the Fair Season of 24 hours duration or less. Other Local Governments may also be given power to deal with similar cases, if any, in their jurisdictions.	(*a*) $\frac{6'+4'}{6'}$ See above.
(*b*) Short voyage, specified runs, non-festival seasons:—A special category of runs, to be scheduled, should be drawn up in order to meet the case of the heavy fine weather passenger traffic on daily services from Bombay to ports southward in non-festival seasons. The voyage should be limited to 24 hours between terminal points and to the Fair Season. The President considers that owners should be allowed to carry passengers at the rate of 9.5′ on any deck. Dr. Batra and Mr. Kamat would not go below 10′.	(*b*) $\frac{7\frac{1}{2}'+4'}{7\frac{1}{2}'}$
(*c*) Short voyages, non-specified runs, Bombay Coast, steamers 275′ or under in length, Fair Season:—Owners may be allowed to carry passengers at the rate of 11′.	(*c*) 1. Fair Season— $\frac{8'+4'}{8'}$ 2. Foul Season— $\frac{9'+4'}{9'}$
(*d*) Short voyage, non-specified runs, Fair season:—Owners should be permitted to carry passengers at the rate of 12′.	(*d*) $\frac{8'+4'}{8'}$

Summary of Recommendations.	*Views of the Committee of the Bombay Chamber of Commerce.*
(*e*) Short voyage, non-specified runs, Foul season:—Owners should be allowed to carry passengers at the rate of 14′.	(*e*) $\frac{9'+4'}{9'}$
(*f*) Long voyage, Fair and Foul seasons:—Voyages over 72 hours between ports should count as 'Long voyages.' Owners should be allowed to carry passengers at the rate of 15′.	(*f*) A voyage should not be termed a 'long voyage' unless the steamer is continuously out of port for more than 120 hours, in which case the space allowed should be 9′+6′. There should be no flat rate of 15′.
(*vi*) Owners should be given a reasonable time before new allowances are brought into force.	(*vi*) Steamers already engaged in the trade should not be required to make expensive structural alterations in order to comply with any new regulations or allowances.
(*vii*) That it should be left to the discretion of Local Governments to allow a rate (not falling below 6′) in the case of steamers running on services which do not extend to more than 12 hours between terminal points, and to authorize such steamers to ply without providing cooking galleys or washing places.	(*vii*) My Committee approve of the recommendation.
(*viii*) The existing rule that every passenger in an Orlop deck must be provided with 12′ *plus* 4′ in the Upper Deck (Fair season. Short voyage), and 15′ *plus* 4′ (Foul season, short voyage), and 15′ *plus* 6′ (Fair and Foul seasons, Long voyage) may be allowed to continue.	(*viii*)
(*ix*) Owners may be permitted to measure a deck with close, that is solid, bulwarks and permanent roofing for passengers in both Fair and Foul seasons.	(*ix*) (*x*) & (*xi*). My Committee object strongly to these recommendations. They consider that double awnings are a sufficient protection overhead while side and rail screens provide sufficient side protection.
(*x*) Owners may be permitted to measure a deck with close bulwarks, but no permanent roofing, for passengers in the Fair season only.	

Summary of Recommendations.	*Views of the Committee of the Bombay Chamber of Commerce.*
(*xi*) Owners may be permitted to measure a deck with rails and stanchions and without permanent roofing, for passengers in the Fair season only.	
(*xii*) The 5′ rule should be abolished.	(*xii*) My Committee approve of the recommendation.
(*xiii*) There is no reason to change the existing rule regarding the provision of cubic space for Between-deck passengers, or the corresponding provisions regarding cubic spaces to be provided in an Orlop deck.	(*xiii*) ,, ,,
(*xiv*) There need not be a limitation of the number of passengers carriable to the gross tonnage.	(*xiv*) ,, ,,
(*xv*) The maximum number carriable in each compartment of any covered deck should be marked in large letters in English and the chief vernacular language on the floor or wall of the compartment or companion way.	(*xv*) & (*xvi*). My Committee consider that the recommendations themselves are not objectionable but that their application would cause serious friction between passengers and the ships' crew and that infringement of any rule which may be made in that connection should not be made a punishable offence.
(*xvi*) The carriage on any voyage of more than the aggregate of the maxima for all compartments made available on a particular voyage should be made punishable.	
(*xvii*) If the Committee's recommendations (should they be sanctioned) eventually lead to a material increase in fares Government might consider the question whether a minimum fare ought to be prescribed."	(*xvii*) My Committee cannot agree to the suggestion contained in this recommendation.

11. The proposals in Chapter III of the report are discussed at some length in paragraphs 11 and 12 of the Government of India's letter and in the former paragraph the attention of

Local Governments is invited to the suggestion, *inter alia*, that no between-deck or lower between-deck should be measured unless it is provided with sleeping platforms. My Committee, however, are of opinion that the provision of sleeping platforms should not be made compulsory. They are already in use in many steamers regularly employed for the carriage of between-deck passengers but at times of special rush it is occasionally necessary to utilise for one or two trips steamers which at other times are solely engaged in cargo work. If such vessels are to be excluded from carrying deck passengers on that account an accumulation of passengers will occur at ports where suitable accommodation for such passengers is not available. At the same time my Committee consider that steamship owners might be recommended to provide sleeping platforms as far as possible. In the same connection my Committee consider that, provided boats are swung on davits, the space allocated for such boats should be measured for passengers. The Committee agree that a detailed set of instructions on the lines of the Board of Trade instructions as to the survey of passenger accommodation might usefully be prepared for the guidance of ship-surveyors in India.

12. With regard to paragraph 13 my Committee endorse the opinion held by both the Government of India and the Deck Passenger Committee to the effect that it will be an extremely difficult matter to frame suitable rules to deal with baggage carried by the Indian deck passengers.

13. Paragraph 14 is in reference to Chapter V of the report, which deals with the subject of ventilation, latrine accommodation and water supply. In this connection I am to say that my Committee are of opinion that it is very undesirable that washing should be allowed in the latrines and for that reason they are not in favour of the proposal that a supply of salt water should be available in the latrines for the purpose of ablution. They agree, however, with the Government of India that one sweeper should be employed for every twelve seats and they are also fully in accord with the opinion of the expert members of the Deck Passenger Committee that fresh water taps should not be available in the between decks of steamers.

14. My Committee agree that the recommendation in Chapter VI of the report should be accepted as is proposed by the Government of India in paragraph 15 of their letter. With regard to Chapter VII my Committee note that special attention is invited to paragraph 47 and in this connection I am to say that my Committee consider that a medical officer should be carried when the vessel is likely to be continuously out of port for 120 hours or over and they think that the same period of voyage should apply to the recommendations in paragraph 48 regarding hospital accommodation of a permanent nature.

15. In paragraph 68 A. (XIV) & (XVII) of their report the Deck Passenger Committee make various recommendations regarding the working of the Act and the fees to be collected in that connection. My Committee object strongly to the recommendations in question. Under existing conditions steamers are surveyed annually by a competent staff of surveyors consisting of senior officers of the Royal Indian Marine and my Committee consider that it is quite unnecessary to increase the present cost of administering the Act by the provision of additional staff to supervise the work of those officers. They agree that the administration of the Act should be effectively performed but they are of opinion that any laxity that may exist in that direction at present should be remedied by the issue of detailed instructions of the nature already described.

16. My Committee are further of opinion, with reference to paragraph 61 of the report, that it would be unreasonable to compel shipowners to keep, in the ship, provisions for the maximum number of passengers allowed to be carried, except in cases where there is good ground for anticipating that the number in question will travel, and they consider that the quantity of food to be carried is a matter which might well be left to the discretion of the owners. Moreover my Committee are opposed to the suggestion contained in paragraph 63 with regard to the appointment of an official to be styled a 'Passenger Inspector' nor do they consider that the constitution in that connection of local Committees, the members of which should not of necessity have expert knowledge, would

add to the comfort of passengers. On the other hand they think that their institution would be more likely to lead to friction with the ship's personnel.

17. Finally, with reference to the joint note of dissent signed by Mr. Kamat and Dr. Batra, my Committee desire me to state that the Government of India would be well advised not to pay any attention to the conclusions therein arrived at as the dividends cited in the note were entirely the result of circumstances arising out of the war and in no sense due to ordinary trade conditions. My Committee's contention in this connection is clearly proved by the fact that the last published accounts of the Company in question show a considerable reduction in the dividend paid.

APPENDIX I-3.

NATIVE PASSENGER SHIPS.

PRECAUTIONS AGAINST FIRE AND MAKING OF SIGNALS OF DISTRESS.

No. 1849 C of the 7th July, 1922.

From the Government of Bombay, (General Department), to Chamber.

Subject :—Native Passenger Ships Rules regarding precautions against fire and distress signals on board Native Passenger Ships.

I am directed by the Governor in Council to forward herewith a copy of Government Resolution, No. 1849, dated the 21st June, 1922, on the subject noted above, and to request that your Chamber may be asked to favour Government with their views on the rules framed by the Government of India, at an early date.

GOVERNMENT OF BOMBAY.

General Department.

Resolution No. 1849.

Secretariat, Fort, Bombay, dated the 21st June 1922.

Letter from the Government of India, Department of Commerce, No. 2385, dated the 10th May, 1922:—

"In reply to your letter No. 1849-C., dated the 19th April 1922, I am directed to say that the Government of India appreciate equally with the Government of Bombay the desirability of formal conformity with the Board of Trade Regulations and of accepting no divergencies except where they are required by local conditions. Unfortunately as was explained in my letter No. 7480 of the 3rd January, it is impossible in this case simply to transfer the Board of Trade Regulations to India. In the first place, the Merchant Shipping (Convention) Act of 1914 on which the draft rules are based specifically excludes India from its scope under section 24 and as the Government of India do not propose at present to legislate on similar lines it is necessary to issue a self-contained body of rules under their existing Acts. In the second place, the Maritime Convention Act has not yet come into force and the Board of Trade have, therefore, not yet issued regulations under it. They have, however, as was pointed out in my letter, issued various handbills explaining the tenor of the regulations they propose to adopt and advising shipowners to make the necessary structural alterations in anticipation.

"2. The Government of India accordingly collated the substance of these handbills and compared them with the suggestions made by local Governments in the correspondence mentioned in paragraph 1 of my letter, and drafted the body of rules forwarded therewith as a basis for discussion, pointing out where they diverged from the Board of Trade Rules.

"3. The points of reference to your local Government were two in number; first, that in consultation with shipping companies and other interests concerned you might criticise the rules in their applicability to the Native Passengers Act and advise what, if any, changes were required to meet local conditions; and second, to advise whether the rules should also be applied to pilgrim ships. In view of the obvious desirability of announcing simultaneously the structural changes that may be required in Indian passenger ships under these Convention Rules and under any new rules that may be introduced in the Native Passenger Ships Act in accordance with the recommendations of the Native Passenger Ships Committee, I am to request that the Government of India may be favoured with a detailed criticism of these Rules by the Government of Bombay at an early date, after consulting local shipping interests."

RESOLUTION.—Copies of the letter from the Government of India should be forwarded to the Port Officer, Bombay, the Commissioner in Sind, the Political Resident, Aden, and the Commissioner of Police, Bombay, for favour of report after consulting the shipping companies. The Bombay and Karachi Chambers of Commerce and the Indian Merchants' Chamber and Bureau should also be asked to express their opinion on the Rules.

No. 7480 of the 3rd January, 1922.

From the Government of India, (Department of Commerce), Delhi, to the Government of Bombay, Marine Department.

I am directed to refer to the correspondence ending with your letter No. 2168, dated the 13th March, 1919, on the subject of the revision of the rules for precautions against fire and in regard to distress signals on board Native passenger ships, published in the Finance and Commerce Department Notification No. 1354, dated the 14th March, 1889.

2. The revised rules proposed by the Local Governments were based partly on the existing rules and partly on the Board of Trade Instructions for the Survey of Passenger Steamships, 1913, and the Convention for the Safety of Life at Sea of 1914. The Convention has been ratified by His Majesty's Government and, as a result, the Merchant Shipping (Convention) Act, 1914, has been passed section 12 of which authorises the Board of Trade to make rules on the subject in accordance with the Convention. The Government of India, before proceeding to consider the details of the proposed rules, therefore thought it desirable to ascertain from the Board of Trade whether they were undertaking the revision of their Instructions of 1913, with a view to giving effect to the provisions of the Convention Act. The Board of Trade replied that the Convention Act has not yet been brought into force, and that no regulations or instructions under it have therefore been issued. They have, however, forwarded copies of the Circulars, etc., specified in the margin, which have been issued by them subsequent to the promulgation of their Instructions of 1913 referred to above. Of these the most important is Handbill No. 369 of September, 1915. It reproduces the recommendations with regard to fire-extinguishing appliances made by the Merchant Shipping Advisory Committee which was appointed by the Board of Trade in 1912. These recommendations are considerably more elaborate than the rules proposed by the Local Governments. The Handbill urges upon all shipowners the desirability of

Circular No. 1560, dated March, 1915.
Handbill No. 369, dated September, 1915.
Handbill No. 272, dated November, 1920.
Circular No. 1624, dated November, 1920.
Notice No. 23, dated January, 1921.
Notice No. 24, dated January, 1921.

equipping their vessels, as far as possible, in accordance with these recommendations, since, in so far as they apply to foreign-going passenger steamers, they will in substance be made compulsory when the Convention Act comes into force.

3. The Government of India have recently received an intimation from the India Office that the operation of the Convention Act has been further postponed until the 1st January, 1922. It is therefore probable that the statutory rules contained in Handbill No. 369, will be made compulsory by the Board of Trade on or shortly after that date. It is possible that minor modifications may be introduced, but it is almost certain that the general lines of the recommendations of the Merchant Shipping Advisory Committee will be followed, and it therefore seems undesirable to delay the revision of the existing Indian rules on the subject, which are admittedly out-of-date and unsuited to modern requirements, until the final rules issued by the Board of Trade are received. If there are any modifications, their embodiment in the present rules will be a comparatively simple matter. Moreover, the recommendations of the Deck Passenger Committee, which are now under the consideration of the Government of India, will, if accepted, involve amendments in the Native Passenger Ships Act and the other rules thereunder, and it would, therefore, be convenient to shipowners if the structural and other alterations necessitated by those amendments and by the revised fire extinction and distress signal rules were carried out simultaneously.

4. The Government of India have accordingly prepared a draft of rules and instructions on the subject which I am to enclose for the consideration of His Excellency the Governor-in-Council. The draft rules and instructions, which are numbered consecutively, fall into two main divisions :—

I. Apparatus for extinguishing and precautions against fire.

II. Appliances for making signals of distress.

The Handbill and the rules suggested by Local Governments contained a good deal of matter that appeared to be rather of the nature of suggestions and recommendations than rules to which a statutory character could be given. These suggestions have accordingly been separately classified as "instructions" for the breach of which no penalty is prescribed, but non-compliance with which will enable a surveyor, if he chooses, to refuse the grant of a certificate.

5. The draft rules and instructions with regard to fire precautions follow the lines of Handbill No. 369, while those for distress signals follow rules 86 to 92 of the Board of Trade Instructions of 1913 referred to above, since there appear to be no later instructions on the point. The fire precaution rules given in the Handbill have, however, been modified to a certain extent in the draft rules and instructions so as to embody some of the suggestions from other sources which

appear to be useful. The more important of these modifications are explained below:—

RULES.

(A) Steamships of more than 4,000 tons gross tonnage.

(a) *Spaces occupied by passengers and crew.*

Rule 2.—This rule is proposed by the Bengal Government and is based on paragraph 80 of the Board of Trade Instructions of 1913. Its retention seems desirable as an additional precaution.

(c) *Machinery and bunker spaces.*

Rules 5 *and* 6.—The modifications introduced in these rules are based on the provision relating to precautions against fire contained at page 7 of the Board of Trade Circular 1624, dated November, 1920, a copy of which was forwarded to you with this Department's letter No. 1250, dated the 12th February, 1921.

(D) Motor Ships.

Rule 10.—This rule is proposed by the Bengal Government, and its inclusion seems desirable.

(E) General Requirements.

(c) *Fire hose.*

Rule 16.—The provision relating to the undesirability of accepting working wash-deck hose is based on paragraph 78 of the Board of Trade Instructions of 1913.

(e) *Portable chemical fire-extinguishers.*

Rule 18.—The provision concerning the construction of fluid extinguishers has been taken from "Notice to Owners and Masters" attached to Handbill No. 369, and seems necessary in order that such appliances may prove really effective.

(f) *Fire buckets.*

Rule 19.—This rule follows the existing rule XII (*c*) under the Native Passenger Ships Act.

(g) *Smoke helmets and safety lamps.*

Rule 20.—The provision with regard to safety lamps in this rule is based on Rule 6 in Article XLIX of the Safety Convention.

(j) *Custody of fire apparatus.*

Rule 23.—This rule follows the existing rule XIII under the Native Passenger Ships Act.

(k) *Fire patrol.*

Rule 24.—This rule is based on Rule 1 in Article XLIX of the Safety Convention.

(l) *Stowage of cargo.*

(m) *Delivery by passengers of matches, gunpowder, etc.*

(n) *Use of naked lights and spirits.*

Rules 25-27.—All these rules are a reproduction of the existing rules XIV to XVI under the Native Passenger Ships Act, and are useful as providing additional safeguards against the outbreak of fire on board such ships.

INSTRUCTIONS.

(A) Steamships.

(a) *Spaces occupied by passengers and crew.*

Instruction 1.—This instruction is based on paragraph 79 of the Board of Trade Instructions of 1913. Its retention seems desirable as an additional precaution.

(b) *Machinery and bunker spaces.*

Instruction. 2.—This instruction is based on the provision relating to precautions against fire contained at page 7 of the Board of Trade Circular No. 1624, and may usefully be retained as providing an additional safeguard against the outbreak of fire in vessels which use oil fuel.

(B) General Requirements.

(a) *Steam.*

Instruction 3.—The first part of this instruction is proposed by the Bengal Government, and is based on Rule 4 in Article XLIX of the Safety Convention; while the second part has been extracted from "Notice to Owners and Masters" attached to Handbill No. 369. The inclusion of the first part is justified by the provision contained in the second part.

6. I am to request that the draft rules and instructions may be notified to the Shipping Companies, and other interests concerned and that any criticisms or suggestions that may be received, together with the views of His Excellency the Governor-in-Council may be communicated to the Government of India.

7. If the Local Government accept the draft rules and instructions generally, I am also to request that the Government of India may be informed of the date on which they consider that they should be brought into effect.

8. The Government of India are of opinion that if these rules are framed for Native passenger ships it will *prima facie* be desirable to introduce them also for pilgrim ships, though this may possibly lead to some increase in fares. Before however further considering the matter, the Government of India will be glad to be furnished with the views of the Government of Bombay.

Draft rules regarding precautions against fire and in regard to distress signals on board Native Passenger ships.

PART I.

Apparatus for extinguishing, and precautions against, fire.

A.—STEAMSHIPS OF MORE THAN 4,000 TONS GROSS TONNAGE.

(*a*) *Spaces occupied by passengers and crew.*

At least three steam or equivalent pumps shall be available for the spaces occupied by passengers and crew. Each of these shall be capable of providing a full supply of water, in accordance with the "General Requirements" specified below, to one or more ranges of water service pipes. The service pipes shall be of metal, with branches so arranged that the fire hoses may be coupled thereto, and two powerful jets of water may be rapidly and simultaneously brought to bear, by means of single lengths of hose from each branch, upon any part of each deck space occupied by passengers or crew, when the watertight and fire doors are closed. Where the water service is on an exposed deck, the branches necessary to comply with the foregoing requirements shall be fitted on both sides of the deck.

2. Each such steamship must carry a portable hand pump with suction and hose complete.

3. Portable chemical fire extinguishers shall be carried in all parts of the accommodation for passengers and crew. There shall be two extinguishers on each deck of each compartment so occupied, and when passengers are carried in enclosed spaces above the upper deck, there shall be at least one extinguisher on each side of such spaces at intervals of not more than 60 feet.

(*b*) *Cargo spaces.*

4. Arrangements shall be made to provide that two powerful jets of water can be poured into each cargo compartment, and, in addition, satisfactory means shall be provided whereby steam may be conveyed thereto.

(*c*) *Machinery and bunker spaces.*

5. In the machinery space there shall be at least two chemical fire extinguishers. There shall be in each stokehold a receptacle

holding about 10 cub. ft. of sand, sawdust impregnated with bicarbonate of soda, or other approved dry material suitable for extinguishing fire. Suitable scoops for distributing the sand shall also be provided, and a chemical fluid extinguisher of an approved type for use in any specially confined or dangerous space. In coal bunkers, arrangements shall be made whereby two powerful jets of water can be brought to bear upon any part of the bunker spaces.

6. In all vessels which use oil fuel, in addition to the usual water service and hose pipe conductors, one of which shall be provided with a nozzle having perforations in it to spray the discharge, steam from the auxiliary range of piping is to be led to pipes perforated for the emission of steam into the lower parts of the boiler room. The control of this steam supply shall be outside the boiler room.

B.—STEAMSHIPS NOT EXCEEDING 4,000 TONS GROSS TONNAGE.

7. The requirements shall be the same as those specified in Rules 1 to 6 inclusive except that (*a*) two steam or equivalent pumps shall be sufficient, and (*b*) provision for the conveyance of steam into cargo compartments need not be made in the case of vessels under 1,000 tons gross tonnage.

C.—SAILING SHIPS.

8. Sailing ships not exceeding 300 tons burden shall be provided with an efficient steam or hand-pump of a suitable size and with sufficient hose to reach any part of the vessel. If the tonnage exceeds 300 tons but does not exceed 1,000 tons burden, two such pumps, and if the tonnage exceeds 1,000 tons burden, three such pumps of adequate size together with sufficient hose shall be provided to enable two powerful jets of water to be brought to bear rapidly and simultaneously on any part of the ship.

9. In passenger sailing ships chemical fire extinguishers shall be provided in the proportions specified in rule 3.

D.—MOTOR SHIPS.

10. Motor ships shall have the same appliances as sailing ships, and in addition, shall have sufficient sand in boxes with a content of not less than one cubic foot placed in the vicinity of the motor and oil tanks, with scoops for applying the sand in case of fire.

E.—GENERAL REQUIREMENTS.

(*a*) *Pumps.*

11. In steamships each of the steam or equivalent pumps shall be capable of supplying two powerful jets of water simultaneously for use in any part of the vessel. In cases in which more than two steam or equivalent pumps are required, they shall not all be fitted in the

same space, for instance, if two are situated in the engine room, the third shall be fitted either in the stokehold or the donkey-boiler space.

The pumps shall be worked by steam or by some other motive power equally efficient, and the pumps shall always be available, except in dry dock, for immediate use when the passengers or crew are on board.

12. In sailing ships, the steam pump required for the distilling apparatus shall be adapted for use as a fire pump. Each hand pump shall be at least double acting and have one cubic inch lifting capacity of pump chamber for every 25 tons gross of the vessel, but the total capacity shall not, in any case, be less than 60 cubic inches. The total capacity required may, however, be obtained by fitting two or more pumps, provided the capacity of any single pump is not less than 60 cubic inches. All hand pumps shall be of the fly-wheel type and permanently fixed in position, and shall have metal suction pipes other than lead fitted with cocks on the ship's side.

(b) Water service pipes.

13. The main water service pipes shall be made of wrought material and, if of iron or steel, shall be galvanised. They shall be sufficiently large in diameter for the adequate supply of water to the fire hoses which shall be secured to them for simultaneous operation. The branches shall be so placed that the fire hoses may be conveniently coupled to them, and cocks or valves shall be fitted where required to admit of any hose being removed, if desired, while the pumps are at work.

14. All steam or equivalent pumps shall be provided with effective escape valves suitably adjusted, and so placed as to prevent excessive pressure in any part of the water service system.

(c) Fire hoses.

15. The fire hoses shall be made of leather, seamless hemp, or flax canvas, of first class quality and other approved material, and in the case of vessels requiring a twelve months' declaration, there shall be 50 per cent. more lengths of hose than the minimum quantity necessary to meet the prescribed requirements. They shall be provided with suitable metal unions and conductors, and with goose-neck connections where necessary, and each complete hose shall be of such length that, when in position, a jet of water may be projected to any part of the space in which it is to be used.

16. The fire hose, conductors, etc., shall be kept ready for use, in conspicuous positions near the water service connections in each space, and shall be used only for the purpose of extinguishing fires, or testing the apparatus at fire drills and surveys. Working wash-deck hose shall not be accepted as fire-hose.

(*d*) *Pipes to holds, etc.*

17. The pipes for conveying steam to holds or other compartments shall be provided with controlling valves readily accessible from the deck, and suitably marked to indicate the compartments to which the pipes are respectively led. Suitable provision shall be made for locking these valves, as a precaution against the inadvertent admission of steam to any compartment, and if any pipe is led to a space to which passengers have access, it shall be furnished with an additional stop-valve, capable of being locked, or some other device providing the requisite security from danger.

(*e*) *Portable chemical fire extinguishers.*

18. Portable chemical fire extinguishers shall be of an approved fluid type, with a capacity of not less than two gallons. The extinguishers on any vessel shall not be of more than two kinds. They shall be kept where most likely to prove serviceable in cases of emergency, and shall bear on each apparatus printed instructions regarding its use, and the maker's dated guarantee as to the sufficiency of the extinguisher for the pressure generated when it is put into action.

(*f*) *Fire Buckets.*

19. Every ship shall, in addition to the fire extinguishing appliances required by these rules, be provided with fire buckets in the proportion of 3 for every 100 tons up to 600, and two for every 100 tons above 600, provided that 50 in all shall suffice.

(*g*) *Smoke helmets and safety lamp.*

20. At least two smoke helmets and a safety lamp of an approved type shall be included in the fire extinguishing equipment of vessels carrying passengers, and the helmets shall be stowed separately. The members of the crew shall be practised regularly in their use.

(*h*) *Emergency appliances.*

21. The necessary emergency fire appliances, such as knives, axes and hand lamps shall be kept in prominent positions, near each main staircase.

(*i*) *Fire drill.*

22. Fire drill shall be observed at least once a week on board all passenger ships, the hose pipe being put into use. The drill shall take place before the vessel proceeds abroad, or as soon as practicable after leaving port. The great utility of woollen or asbestos blankets for smothering small fires should always be borne in mind at fire drills.

(*j*) *Custody of fire apparatus.*

23. The fire apparatus shall be placed by the master under the special charge of one of the principal officers of the ship and the

ship's carpenter, who shall both be held responsible that they are kept in a state fit for immediate use. The pumps, connections, and hoses shall be worked not less than once a week and shall be kept in proper order. An entry shall be made in the log whenever the apparatus is worked and shall state whether it was in proper order or not when worked. As soon as possible after leaving port, the officers and crew shall be divided into parties and assigned to stations in case of fire.

(*k*) *Fire patrol.*

24. A continuous patrol system shall be organised so that any outbreak of fire may be promptly detected.

(*l*) *Stowage of cargo.*

25. The cargo of every ship shall, before she leaves port, be properly stowed away, and the decks shall be cleared of any loose straw hay or any other inflammable material. Any goods which are dangerous by reason of their inflammability or liability to explosion shall be stowed, subject to the provisions of any law and rules in force, in such manner as to safeguard the ship from danger of fire or explosion.

(*m*) *Delivery by passengers of matches, gunpowder, etc.*

26. Before a ship leaves port, the passengers shall deliver up any lucifer matches, gunpowder or any other inflammable articles they may have with them.

(*n*) *Use of naked lights and spirits.*

27. Naked lights shall not be used in the holds or store rooms or between decks, except under trustworthy superintendence. No person shall read in bed with a naked light. Casks or drums containing spirit shall not be opened in the hold but shall be hoisted on deck for the purpose.

PART II.

Appliances for making Signals of Distress.

A. Signals of Distress.

28. The following are the commonly recognised night signals of distress and they may be used either together or separately:—

(1) A gun or other explosive signal fired at intervals of about a minute.

(2) Flames on the vessel (as from a burning tar or oil barrel).

(3) Rockets or shells, throwing stars of any colour or description fired one at a time at short intervals.

(4) A continuous sounding with any fog signal apparatus.

29. All ships must be provided with the means for making signals of distress at night described in the following Sections or such other means of making signals of distress as the Local Government may previously approve.

Gun.

30. One gun at least 3½ inches in the bore, or one mortar at least 5½ inches in the bore, shall be carried with 24 charges of ammunition in the case of foreign-going ships, and 12 charges in the case of home-trade or excursion passenger ships.

Each charge shall contain 16 ozs. of powder in a flannel bag. The necessary requisites for firing the gun, namely, rammers, sponges, wads, priming wires, friction tubes, powder flask, with fine powder for priming and means for firing and withdrawing the charges shall also be provided.

Approved rocket distress signals and sound signal rockets may be carried in lieu of a gun, provided the signals supplied instead be equal in number to the charges required for a gun.

Deck Flares.

31. Two deck flares, self-igniting in water, shall be provided in each vessel.

Deck flares shall be capable of burning brightly for at least 40 minutes. Full instructions for use shall be attached to each of them, and suitable receptacles for containing the water required for their combustion shall be provided, efficient means being adopted for ensuring a free flow of water to the bottom of the light.

Rockets and socket signals.

32. Twelve rockets or shells, throwing stars of any colour or description, shall be provided, each rocket containing 16 ozs. of composition.

Approved socket distress signals may be used in lieu of rockets, provided that the signals supplied are equal in number to the rockets required. If socket signals are also carried in lieu of a gun and charges of ammunition, the number shall be equal to the total number of charges of powder and of rockets required. Socket signals shall be fired only from the sockets supplied by the makers of the signals.

The socket used for firing the socket signals shall in all cases be fixed at an angle of about , but not less than 20 degrees from the perpendicular, so as to obviate the risk of a signal falling on the vessel's deck if it fails to rise to the usual height. The sockets must be of sufficient strength, and of such a gauge as to insure that the signal will rise to a safe height before exploding.

In all cases where socket signals are carried there shall be at least two sockets, one forward and one aft, on opposite sides of the vessel.

Life-buoy lights.

33. Six life-buoy lights, with means for attachment to life-buoys, shall be provided in each vessel. These shall be capable of burning brightly in water for at least 40 minutes. Full instructions for use shall be attached to each.

Testing and renewal of signals.

34. All pyrotechnic signals must be clearly and permanently marked or stamped with the date of manufacture. Adhesive labels or painted figures alone are not sufficient. Where sheet brass labels are used in contact with tin cases, the brass plates must be properly soldered on and there must be no corrosion of the canister.

Stowage of signals and combustibles.

35. A separate, detached and completely enclosed receptacle shall be provided for each of the following kinds of explosives:—

(1) gun powder or cartridges made therewith;

(2) rockets;

(3) socket signals;

(4) deck flares and life-buoy lights;

(5) any other description of pyrotechnic signals.

These separate receptacles shall not be made merely by divisions or partitions in a cupboard or locker or chest, but must be separate magazines, exclusively appropriated to the keeping of the explosives. The charges of powder, if carried, must be contained in flannel bags and the magazine in which they are kept shall be made of copper and strongly constructed. To prevent injury to the rockets and other signals, the receptacles shall either be internally divided in such a way that the signals can be stowed vertically, or they shall be of roughly the same length as the signals but sufficiently narrow to prevent the signals being turned round. The lids shall be secured by hinges or brass screws so as to permit of an inspection being made without injury to the case. They should, where possible, be kept in a house on deck, and stowed or ranged as far apart as circumstances will permit so that in the event of spontaneous combustion, or of risk of any sort arising, any of the cases may be at once removed.

Where, as is usually the case, the socket signals are supplied by the manufacturer in wooden boxes with a tin box inside containing the friction tubes, no other receptacle is required for the latter.

36. No article of an explosive or highly inflammable character shall be carried in any room or place in which any receptacle containing distress signals is deposited.

Penalty.

37. Whoever does any act in contravention of any of the provisions of these rules shall be punishable with fine which may extend to two hundred rupees.

Draft instructions to Surveyors.

PART I.

Apparatus for extinguishing, and precautions against, fire.

(A).—STEAMSHIPS.

(*a*) *Spaces occupied by passengers and crew.*

1. It is advisable that any auxiliary pump, other than those mentioned in Rule 1, which can be connected to the service piping, should also be made available in case of emergency for extinguishing fire.

(*b*) *Machinery and bunker spaces.*

2. As a further precaution in addition to Rule 6, it is strongly recommended that there should also be provided a suitable installation capable of discharging froth in large quantities into each boiler room, and so arranged that it may be put into action from outside the space affected.

(B)—GENERAL REQUIREMENTS.

(*a*) *Steam.*

3. The use of steam for extinguishing fire in holds should be encouraged, for instance, by a pipe led from a deck steam pipe, to the bottom of the hold, or any other method in agreement with the Surveyor. If in any ship pipes are not specially fitted for admitting steam to the holds, flexible steam pipes can be used if suitable provision is made for rapidly connecting them with the winch steam pipes and the various hold sounding pipes. The connection with the latter should be such that it will not be blown out when steam pressure is admitted, and air will not be carried down with the steam into the hold. In such cases it is recommended that small holes should be bored in the sides of the sounding pipes for the steam to escape into the holds.

All openings to the compartment to which steam is admitted should be shut, and the volume of steam should be such that, should there be any leakage through the walls of the compartment, steam will escape and thus prevent air entering.

(*b*) *Specifications and suggestions for chemical fire extincteurs.*

4. The following specifications and suggestions should be observed by Surveyors in dealing with chemical fire extincteurs. They

do not refer to extincteurs differing radically from those indicated in Rule 18 as regards either the principle adopted or the ingredients used. Any such should be considered on their merits.

(1) *Size.*

The maximum capacity should be three Imperial gallons, that being the largest size that can be handled usefully by one man.

(2) *Shape.*

The shape should be cylindrical or conical (provided that those of the latter shape are of equal constructional strength and efficiency), with dome-shaped ends to cylindrical vessels, and to the large end of conical vessels.

(3) *Material.*

The bodies and ends should be of sheet steel or of copper, well tinned or lead coated inside.

Steel extincteurs. All seams in addition to being soldered, should be lap-joined and rivetted. The rivet holes must be drilled, and in the longitudinal seams must be spaced not less than ¾ inch and not more than 1 inch apart. The top and bottom ends should be dished outwards (without reverse flanging) to a radius not exceeding the diameter of the end of the body. The metal support upon which the extincteur rests (if vertical) should overlap the joint and be securely attached thereto.

Cylindrical and conical bodies and ends (after dishing) up to and including 6 inches diameter should be not less in thickness than No. 18-L.S.G. (Legal Standard Gauge), and the rivet holes not less than 3-16 inch diameter. If of above 6 inches and not exceeding 8 inches diameter they should be not less in thickness than No. 16-L.S.G., and the rivet holes not less than 1-32 inch diameter.

Solid drawn steel cylindrical bodies may be made one L. S. G. thinner than stated above, the ends being of the thickness previously stated.

Copper extincteurs, the bodies of which are not solid drawn, should be made with the longitudinal seam rivetted with rivets spaced not less than ¾ inch and not exceeding 1 inch apart and the holes should be drilled. The ends should be dished outwards (without reverse flanging) to a radius not exceeding the diameter of the end, and should be rivetted to the body, and the joints should be thoroughly soldered or brazed together. If the extincteur is to stand vertically, the metal support on which it rests should overlap the rivetted joint and be securely attached thereto.

The cylindrical and conical bodies and ends, after dishing, of rivetted copper extincteurs up to and including 6 inches diameter, should be of not less than 3-32 inch diameter. If of above 6 inches

and not exceeding 8 inches diameter, they should be not less than No. 14-L.S.G., with the rivet holes of not less than $\frac{1}{4}$ inch diameter. Solid drawn cylindrical copper bodies may be made one L.S.G. thinner than stated above, the ends being of the thickness previously stated.

(4) *Caps.*

The opening for the introduction of the charge should not be less than 3 inches diameter, and should be fitted with a gun metal cap having the screwed part about $\frac{3}{4}$ inch deep, through the side of which small safety holes or slots should be made so that when the cap is being removed any pressure of gas remaining in the vessel, should the orifice be choked, may be released gradually.

The screwed threads should be continuous.

Caps must be screwed on to the bodies: the hinged type should not be passed.

The joints must be made with good quality leather well greased, or with acid resisting rubber or other material suitable for the purpose, and should not exceed $\frac{1}{8}$ inch in thickness.

The cages for the reception of glass bottles must be removable to facilitate the cleaning and inspection of the vessel.

(5) *Discharge fittings.*

Suitable strainers should be fitted to all discharge openings or tubes. Internal discharge tubes, if fitted, should be sufficiently long so as to be nearly adequate to empty the vessel. The use of stop cocks is prohibited, except in special cases for marine work, but when they are fitted they should be clearly marked as open or shut. Such extincteurs must be kept under competent expert observation.

(6) *Expansion chambers.*

In extincteurs which are fitted with internal discharge tubes, in which the fluid may rise or fall owing to changes of temperature, provision should be made for the retention of any liquid which by expansion or surging of the fluid may be forced in the direction of the nozzle and corrode the fitting or choke the orifice.

(7) *Hose.*

As rubber hose rapidly deteriorates extincteurs not under constant expert observation are best without hose, the nozzles being fixed directly on the extincteurs.

(8) *Nozzles.*

The area of the nozzle must depend on the size of the extincteur so as to eject the fluid to a distance of not less than 20 to 30 feet for

a period of not less than 60 seconds. It is recommended that thin rubber caps should be fitted on the end of the nozzle to exclude grit and dirt.

(9) *Handles.*

Fixed handles should be provided for transport, and so fixed and shaped as to be most convenient for handling and directing on a fire.

(10) *Charges and water level.*

The charge may consist of any of the following:—

(*i*) A solution of sodium bi-carbonate or potassium carbonate and a jar or bottle containing either sulphuric or hydrocloric acid.

(*ii*) A capsule of compressed CO_2 of sufficient quantity to discharge the whole of the fluid.

In conjunction with either of these fresh water only should be used.

Extincteurs must be clearly marked with the water level, and the capacity should be calculated from this point. The air space above the water level mark should not be less than 5 per cent. of the volume of the vessel.

(11) *Pressure.*

The charge and air space should be so regulated that the maximum pressure in any extincteur when put into action but with all outlets closed does not exceed 200 lbs. per square inch with the fluid temperature 100° Fahr.

(12) *Testing.*

Extincteurs should be marked with the year of manufacture, the capacity, and the name of the maker or responsible vendor, and should bear a declaration that they have been tested by hydraulic pressure to 350 lbs. per square inch; such pressure must have been maintained for five minutes.

(13) *Maintenance.*

Extincteurs containing unsealed acid charges should bear particulars of the charge required and full instructions for re-charging. This type of extincteur should be re-charged annually. The "sealed charge" type is preferable, and full printed instructions should be given with each charge for these extincteurs.

All extincteurs should be discharged at least once in four years, and tested by hydraulic pressure to 200 lbs. per square inch. They should be well cleaned, painted, if necessary, and marked with the date of such test.

Whenever extincteurs are discharged they should be washed out with water so as to remove all traces of acid and broken glass, if any.

Copper extincteurs should never be cleaned with material likely to wear or corrode the surface. They are improved by a coat of paint.

A mounting screw with a standard thread should be fitted, or a similar thread should be cut on the nozzle, so that the extincteur can be tested by hydraulic pressure, and also so that a pressure gauge may be attached when it is desired to ascertain the pressure developed in the extincteur when put in action.

If plungers are fitted with protectors they should be of the open or cage pattern.

It is desirable that extincteurs should be so designed that the inside can be examined, otherwise they will require to be tested more frequently by hydraulic pressure.

(c) *Annual inspection.*

5. The fire extinguishing appliances shall be thoroughly examined by the Surveyors at least once every 12 months.

At these inspections all the fire hoses, both working and spare, shall be tested under working conditions, and any defects which may be discovered shall be made good to the Surveyor's satisfaction.

A fair proportion of the chemical fire extincteurs shall likewise be tested (if possible in the presence of the men likely to use them in cases of emergency), and afterwards re-charged, or, if considered to be defective, replaced by new ones. Before testing a chemical fire extinguisher the Surveyor shall carefully examine the apparatus, and satisfy himself as to its sufficiency for the pressure which it may have to sustain, and for this purpose the charge shall be withdrawn.

PART II.

Appliances for making Signals of Distress.

(A) INSTRUCTIONS FOR ROCKET APPARATUS.

6. As it is feared that many lives are lost because seamen do not know how to use the rocket lines when fired over their ships from the shore, instructions respecting their management have been prepared on enamelled plates, which will be issued by Port Officers at the various ports, free of charge to owners or masters of vessels if they undertake to place them on board to the satisfaction of the Surveyors. The Surveyors should see one of the plates fastened up on the forecastle, or other place, where it will be accessible to the petty officers and crew, and another where it will be accessible to all the officers. The plates shall be secured by zinc nails in order to prevent corrosion.

(B) LIFE-BUOY LIGHTS.

7. As non-automatic life-buoys lights are, in practice, liable to defects peculiar to their method of operation, the Surveyors should give special attention to them and see that they comply in all respects with the requirements. Means should be provided for making a hole of a suitable diameter for the efficient burning of the light. The Surveyors must be satisfied that any non-automatic life-buoy light will burn for the required period in water.

(C) TESTING AND RENEWAL OF SIGNALS.

8. Signals which have been kept for a lengthened period are liable to deteriorate, particularly if allowed to become damp. They should, therefore, be carefully examined at least once a year, and any showing signs of dampness, careless manufacture, or unusual wear and tear, should receive special attention, and, if necessary, be rejected.

Such tests should be made as the Surveyors may think fit, but, as a general rule, pyrotechnic signals (other than deck flares and life-buoy lights) should be tested by firing one sample of each kind of signal in the case of signals less than 12 months old, and two samples of each kind in the case of signals more than 12 months old. They should not, in general, be passed if they are more than two years old.

Deck flares and life-buoy lights may deteriorate quickly when exposed to the weather especially if the metal cases or seals have suffered any damage or are not well and strongly constructed ; they should, therefore, be carefully examined at each survey. Their condition can often be gauged by their appearance and smell, for when in good order, they should have practically no smell ; but they should not be shaken, as this under certain conditions may cause generation of gas and possibly an explosion.

In the case of deck flares and life-buoy lights of an approved make, check tests should be made from time to time at the Surveyor's discretion. If the results of the tests are unsatisfactory, the signals should be rejected and a full report made to the Local Government. Other makes of flares and life-buoy lights should be tested at each annual survey ; one of the flares and two of the lights being selected for this purpose by the Surveyor from those on board the ship. If the results of the tests are satisfactory, and if the signals are strongly constructed and in all respects fit for the purpose for which they are intended they may be passed ; otherwise they are to be rejected.

In all cases, when tests of pyrotechnic signals, deck flares and life-buoy lights are being made, the Surveyors should take precautions to ensure that no danger will be caused to themselves or to other persons in the event of premature explosions, or by the falling of a spent rocket or socket signal. The explosive power of socket signals, deck flares and life-buoy lights is very considerable.

In many ports the harbour authorities prohibit the firing of pyrotechnic signals within the precincts of the docks.

(D) SPECIAL REPORT OF DEFICIENCIES.

9. Surveyors should send a special report to the Local Government in every case in which the regulations regarding distress signals are not complied with in any ship which they may be called on to survey; and they should also, in such cases, decline to grant papers or declarations, unless a written guarantee is given to them that the signals will be placed on board, and an opportunity, given for inspecting them before the ship sails.

(E) APPROVAL OF DECK FLARES AND LIFE-BUOY LIGHTS.

10. Makers of deck flares and life-buoy lights who desire tests to be made with a view to obtaining the Local Government's approval of signals of this description made by them should apply to the Local Government submitting a specification. A fee of Rs. 32 will be payable in respect of such tests.

NOTICE TO OWNERS AND MASTERS.

FIRE EXTINCTION.

In view of the possibility of incendiarism on board British ships the Board of Trade have thought it well to issue the following general suggestions with regard to methods of dealing with outbreaks of fire.

The whole question of the proper provision of fire extinguishing appliances has been considered by the Merchant Shipping Advisory Committee whose recommendations are printed as an annex to this notice. In so far as these recommendations apply to foreign-going passenger steamers they will in substance be made compulsory when the Merchant Shipping (Convention) Act, 1914, comes into force.

In the meantime, the Board desire to urge upon all owners the extreme desirability of equipping their vessels, as far as is practicable at present, in accordance with these recommendations. They also urge that great care and watchfulness be exercised in foreign ports so as to prevent explosives, bombs, or incendiary appliances being placed surreptitiously in the holds amongst the cargo, or elsewhere.

The instructions which the Board have issued to their Surveyors with regard to chemical fire extincteurs are reproduced in Annex II.

GENERAL SUGGESTIONS.

Good strong hose pipes should be provided, and there should be a forceful and abundant supply of water. In all ordinary cases water is the most efficient medium for extinguishing fires.

The ship should be regularly patrolled. The first knowledge of fire is often obtained by smell. The ventilators and other openings to the holds and store rooms should be regularly visited for the purpose of ascertaining, either by sense of smell or observation of smoke, whether everything is right or not. A fire which, in its initial stage might be quite easy to extinguish may, if allowed to develop, rapidly become of such a fierceness and size as to be beyond control.

If an outbreak of fire cannot be located, or a hose cannot be brought to bear directly upon it, it is well to bear in mind that fire cannot burn without air, and endeavours should be made as far as possible to prevent air reaching the fire and feeding it. Ventilators, sounding pipes and other openings should be closed.

Steam is sometimes useful for extinguishing fire, but to be most effective it should displace the atmosphere and thus shut off the air supply to the fire. All openings to the compartment to which steam is admitted should be shut, and the volume of steam should be such that, should there be any leakages through the walls of the compartment, steam will escape and thus prevent air entering.

If in existing ships pipes are not specially fitted for admitting steam to the holds, flexible steam pipes can be used if suitable provision is made for rapidly connecting them to the winch steam pipes and the various hold sounding pipes. The connection to the latter should be such that it will not be blown out when steam pressure is admitted, neither will air be carried down with the steam into the hold. It might be well in such cases to have small holes bored in the sides of the sounding pipes for the steam to escape into the holds.

Fire buckets and fluid extinguishers should be kept handy at all times in order to attack a fire as soon as it is discovered.

Fluid extinguishers should be constructed in acordance with the requirements contained in the instructions reproduced in Annex II, and a guarantee that they comply with the Board's requirements should be supplied with each.

Fire drill should be regularly carried out, the hose pipes being put into use. Each member of the crew should know what duty is allotted to him. Smoke helmets should be provided and the permanent members of the crew should be practised regularly in their use. It is only by practice that a crew can be used to their full efficiency. A well practised crew can do work quite beyond the power of a crew that is unpractised.

When the ship is in port a pressure of steam should be kept on one of the boilers, so that the steam pumps and a plentiful supply of water will be always available for immediate use.

ERNEST G. MOGGRIDGE,

Marine Department, *Assistant Secretary.*

Board of Trade, September, 1915.

ANNEX I.

Recommendations with regard to Fire-Extinguishing Appliances made by the Merchant Shipping Advisory Committee.

Emigrant and other Foreign-going Passenger Steamships* and Home Trade Passenger Steamships holding Steam 2 Certificates.

Steamships of more than 4,000 tons gross tonnage.

(a) *Spaces occupied by passengers and crew.*

At least three steam or equivalent pumps shall be available, each of which is capable of providing a full supply of water (in accordance with the "General Requirements" below) to one or more ranges of water service pipes. The service pipes shall be of metal, with branches so arranged that the fire hoses may be coupled thereto, and two powerful jets of water may be rapidly and simultaneously brought to bear, by means of single lengths of hose from each branch, upon any part of each deck space occupied by emigrants, passengers, or crew, when the watertight and fire doors are closed. Provision shall also be made, where the water service is on an exposed deck, so that the branches necessary to comply with the foregoing requirements are fitted on both sides of the deck.

Portable chemical fire extinguishers shall be carried in all parts of the accommodation for emigrants, passengers and crew. There shall be two extinguishers on each deck of each compartment so occupied, and when passengers are carried in enclosed spaces above the upper deck, there shall be at least one extinguisher on each side of such spaces at intervals of about 60 feet.

(b) *Cargo spaces.*

Arrangements shall also be made so that two powerful jets of water can be poured into each cargo compartment, and, in addition, satisfactory means shall be provided whereby steam may be conveyed thereto.

(c) *Machinery and bunker spaces.*

In the machinery space, there shall be at least two chemical fire extinguishers. A receptacle containing a suitable quantity of sand shall be placed in each firing space where oil fuel is used and suitable scoops for distributing the sand shall also be provided. In coal bunkers, arrangement shall be made whereby two powerful jets of water can be brought to bear upon any part of the bunker spaces.

*The word "steamship" throughout has the meaning of the same word in the Merchant Shipping Acts, and may refer to a vessel propelled by engines which are not worked by steam.

In all vessels which use oil fuel, in addition to the water service to these spaces, satisfactory provision shall be made for the admission of steam to the lower part of the boiler rooms.

STEAMSHIPS NOT EXCEEDING 4,000 TONS GROSS TONNAGE.

The requirements shall be the same as for larger vessels of this class, except that (a) two steam or equivalent pumps shall be sufficient, and (b) provision for the conveyance of steam into cargo compartments need not be made in the case of vessels under 1,000 tons gross tonnage.

EMIGRANT AND OTHER FOREIGN-GOING PASSENGER SAILING SHIPS.

A steam or equivalent pump shall be provided for supplying water to a range of pipes extending fore and aft, and having at suitable intervals branches to which a fire hose may be readily coupled. A hand pump shall likewise be provided for supplying water to an independent fire hose. The arrangement shall be such that two powerful jets of water may rapidly and simultaneously be brought to bear on any part of the ship.

Chemical fire extinguishers shall be supplied in the proportion required for emigrant and other foreign-going passenger steamships.

General Requirements.

PUMPS.

(a) *Steamships.*

Each of the steam or equivalent pumps shall be capable of supplying two powerful jets of water simultaneously for use in any part of the vessel.

In cases in which more than two steam or equivalent pumps are required, they shall not all be fitted in the same space, *e.g.*, if two are situated in the engine-room, the third may be fitted either in the stokehold or the donkey-boiler space.

The pumps shall be worked by steam or by some other motive power equally efficient, and the pumps shall always be available, except in dry dock, for immediate use when the passengers and/or crew are on board.

(b) *Sailing Ships.*

In sailing ships, the steam pump required for the distilling apparatus may be adapted for use as a fire pump. Each hand pump shall be at least double acting and have one cubic inch lifting capacity of pump chamber for every 25 tons gross of the vessel, but the total capacity shall not, in any case, be less than 60 cubic inches, and it

need not exceed 500 cubic inches. The total capacity required may, however, be obtained, if desired, by fitting two or more pumps, provided the capacity of any single pump is not less than 60 cubic inches. All hand pumps shall be of the fly-wheel type and permanently fixed in position, and shall have metal suction pipes other than lead fitted with cocks on the ship's side.

Water Service Pipes.

The main water service pipes shall be made of wrought material and, if of iron or steel, shall be galvanised. They shall be sufficiently large in diameter for the adequate supply of water to the fire hoses which may be secured to them for simultaneous operation. The branches shall be so placed that the fire hoses may be conveniently coupled to them, and cocks or valves shall be fitted where required to admit of any hose being removed, if desired, while the pumps are at work.

All steam or equivalent pumps shall be provided with effective escape valves suitably adjusted, and so placed as to prevent excessive pressure in any part of the water-service system.

Fire Hoses.

The fire hoses may be made of leather, seamless hemp, or flax canvas, of first-class quality, and other approved material, and, in the case of vessels requiring a twelve months' declaration, there shall be 50 per cent. more lengths of hose than the minimum quantity necessary to meet the requirements of the preceding rules and the following clause. They shall be provided with suitable metal unions and conductors, and with goose-neck connections were necessary and each complete hose shall be of such length that, when in position, a jet of water may be projected to any part of the space in which it is used.

The fire hose, conductors, etc., shall be kept ready for use, in conspicuous positions near the water service connections in each space, and shall be used only for the purpose of extinguishing fires, or testing the apparatus at fire drills and surveys.

Pipes to Holds, etc.

The pipes for conveying steam to holds or other compartments should be provided with controlling valves readily accessible from the deck, and suitably marked to indicate the compartments to which the pipes are respectively led. Suitable provision should be made for locking these valves, as a precaution against the inadvertent admission of steam to any compartment, and if any pipe is led to a space to which emigrants or passengers have access, it should be furnished with an additional stop-valve, capable of being locked, or some other device providing the requisite security from danger should be adopted.

Portable Chemical Fire Extinguishers.

The recommendations with regard to chemical fire extinguishers apply only to apparatus of an approved fluid type, the capacity of which shall not be, as a rule, less than two gallons.

The extinguishers on any vessel shall not be of more than two kinds. They shall be kept where most likely to prove serviceable in cases of emergency, and shall bear on each apparatus printed instructions regarding its use, and the maker's dated guarantee as to the sufficiency of the extinguisher for the pressure generated when it is put into action.

Smoke Helmets.

At least two smoke helmets of an approved type shall be included in the fire extinguishing equipment of vessels carrying emigrants or passengers and they shall be stowed in two separate places.

Emergency Appliances.

The necessary emergency fire appliances such as knives, axes and hand lamps, shall be kept in prominent positions, near each main staircase.

Fire Drill.

Fire drill shall be observed at least once a week on board all passenger ships. The drill shall take place before the vessel proceeds abroad, or as soon as practicable after leaving port; and, in the case of emigrant vessels, fire drill shall be carried out in the presence and to the satisfaction of the Emigration Officer, or Assistant Emigration Officer before clearance is granted.

The great utility of woollen or asbestos blankets for smothering small fires should always be borne in mind at fire drills.

Annual Inspection.

The fire extinguishing appliances on board all emigrant and other foreign-going passenger ships shall be thoroughly examined by the Surveyors at least once every 12 months.

At these inspections *all* the fire hoses, both working and spare, shall be tested under working conditions, and any defects which may be discovered shall be made good to the Surveyor's satisfaction.

A fair proportion of the chemical fire extinguishers shall likewise be tested (if possible in the presence of the men likely to use them in cases of emergency), and afterwards recharged, or, if considered to be defective, replaced by new ones. Before testing a chemical fire extinguisher, the Surveyor shall carefully examine the apparatus, and

satisfy himself as to its sufficiency for the pressure which it may have to sustain, and for this purpose the charge shall be withdrawn.

HOME TRADE PASSENGER SHIPS HOLDING STEAM 3, STEAM 4 AND STEAM 5 CERTIFICATES (*i.e.*, DAYLIGHT EXCURSION STEAMSHIPS AND PASSENGER STEAMSHIPS PLYING INSIDE PARTIALLY SMOOTH WATER LIMITS.)

At least one steam or equivalent pump shall be available for supplying water to the fire hose which, together with all necessary fittings, shall be provided.

There shall be at least two chemical fluid fire extinguishers in each compartment of the machinery space where oil is used.

Two portable chemical fire extinguishers shall be carried in each compartment of the vessel occupied by passengers and crew. When passengers are carried in enclosed spaces above the upper deck there shall be at least one extinguisher on each side of such places at intervals of about 60 feet.

PASSENGER MOTOR LAUNCHES.

At least one chemical fluid fire extinguisher, a box having a capacity of not less than one cubic foot and containing sand and a suitable scoop for spreading the sand, shall be carried in passenger motor boats whose length is under 30 feet. In larger vessels, or in special circumstances, additional fire extinguishing appliances may be required, and at least two chemical fluid fire extinguishers shall be carried in vessels for which Steam, 6 Certificates are issued.

FOREIGN-GOING CARGO SHIPS.

(a) *Steamships of* 2,000 *gross tonnage and upwards.*

At least two steam or equivalent pumps shall be available, each of which is capable of providing a full supply of water to a range of metal service pipes, fitted with branches at intervals of about 60 feet so arranged that the fire hoses, of which two shall be provided, may be readily coupled thereto, and two powerful jets of water may be rapidly and simultaneously brought to bear upon each space occupied by officers and crew, or upon any part of each cargo space, or upon each coal bunker space.

In addition, satisfactory means shall be provided whereby steam may be conveyed to each closed-in cargo compartment.

Two smoke helmets of an approved type stowed in separate places, and twelve fire buckets shall be provided.

(b) *Steamships under* 2,000 *gross tonnage.*

At least two steam or equipment pumps shall be available, each of which is capable of providing a full supply of water to the fire hose.

The branch or branches from the pumps are to be of metal, so arranged that the fire hose can be rapidly coupled thereto, and a powerful jet of water brought to bear upon each space occupied by officers and crew, or upon any part of each cargo space, or upon each coal bunker space. In addition, one smoke helmet of an approved type and twelve fire buckets shall be provided.

All foreign-going cargo steamships shall have at least two chemical fire extinguishers in each compartment of the machinery space where oil is used. A portable chemical fire extinguisher shall be available for immediate use in each space occupied by the officers and crew, but the total number provided for these spaces need not exceed six.

In all vessels which use oil fuel, in addition to the water service to these spaces, satisfactory provision shall be made for the admission of steam to the lower part of the boiler rooms.

A receptacle containing a suitable quantity of sand shall be placed in each firing space where oil fuel is used, and suitable scoops for distributing the sand shall also be provided.

In the case of steamships carrying deck cargoes, the fire service pipes must be so arranged that the required number of hydrants are always accessible.

Home Trade Cargo Steamships.

(a) *Steamships of* 1,000 *gross tonnage and upwards.*

The requirements shall be the same as in the case of foreign-going cargo steamships under 2,000 tons gross, except that only six fire buckets need be provided.

(b) *Steamships under* 1,000 *gross tonnage.*

The requirements shall be the same as above, except that (i) one steam or equivalent pump may be accepted; (ii) no more than three portable chemical fire extinguishers need be provided for the spaces occupied by the officers and crew; and (iii) no smoke helmets need be provided.

Small Coasting Steamers, Steam Fishing Vessels, and Carriers.

One power pump and fire hose with all necessary fittings, four fire buckets, and two portable chemical fire extinguishers shall be provided.

In the case of small motor vessels of this class, there shall be one pump which need not be a power pump, and two chemical fire extinguishers. Also a suitable quantity of sand, and a sand scoop shall be conveniently placed in the engine room.

Foreign-going Cargo Sailing Ships.

One approved hand pump or a power pump, together with fire hose adapted to reach all parts of the vessel, and all necessary fittings,

shall be provided. A portable chemical fire extinguisher shall be available for immediate use in each space occupied by the officers and crew, but the total number provided for these spaces need not exceed four.

One smoke helmet of an approved type, and six fire buckets shall be provided.

Home Trade Cargo Sailing Ships, Sailing Fishing Vessels, and Carriers.

At least four fire buckets shall be provided, and in addition, vessels of 100 gross tonnage and upwards shall carry a fixed or a portable hand pump having suitable suction and delivery hose with metal conductor.

General Requirements.

For vessels other than foreign-going passenger ships and home-trade passenger ships holding a Steam 2 Certificate.*

Pumps.

(a) *Steamships.*

Each steam or equivalent pump shall be capable of supplying two powerful jets of water for use in any part of the vessel, or one powerful jet in the case of vessels only required to carry one fire hose.

(b) *Sailing ships.*

Each hand pump of the fly-wheel type shall be at least double acting and have one cubic inch lifting capacity of pump chamber for every 25 tons gross of the vessel. The total capacity required may be obtained, if desired, by fitting two or more pumps provided the capacity of any single pump is not less than 60 cubic inches. All hand pumps of the fly-wheel type shall be permanently fixed in position, and shall have suction pipes of metal other than lead, fitted with cocks on the ship's side.

Water Service Pipes.

Main water service pipes shall be made of wrought material, and, if of iron or steel, shall be galvanised. They shall be sufficiently large in diameter for the adequate supply of water to the fire hoses which may be secured to them for simultaneous operations. The branches shall be so placed that the fire hoses may be conveniently coupled to them, and cocks or valves shall be fitted where required to admit of any hose being removed, if desired, while the pumps are at work.

*The General Requirements are, of course only enforceable as regards the various classes of vessels covered by them in so far as they are applicable under the preceding regulations.

All steam or equivalent pumps shall be provided with efficient escape valves suitably adjusted, and so placed as to prevent excessive pressure in any part of the water service system.

Fire hose.

The fire hoses may be made of leather, seamless hemp or flax canvas of first-class quality, or other approved material. There shall be provided 50 per cent. more than the minimum quantity necessary to meet the requirements of the previous rules and the following clause. The hoses shall be provided with suitable metal unions and conductors, and with gooseneck connections where necessary, and shall be of such length that, when in position, a jet of water may be projected to any part of the space in which they are used.

The fire hoses, conductors, etc., shall be kept ready for use, in conspicuous positions near the water service connections, and shall be used only for the purpose of extinguishing fires, or for testing the apparatus at fire drills and surveys.

Pipes to holds, etc.

The pipes for conveying steam to holds or other compartments shall be provided with controlling valves suitably marked to indicate the compartments to which the pipes are respectively led. Suitable provision shall be made for locking these valves, as a precaution against the inadvertent admission of steam to any compartment. If any pipe is led to a space to which passengers have access, it shall be furnished with an additional stop valve, capable of being locked, or some other device providing the requisite security from danger should be adopted.

PORTABLE CHEMICAL FIRE EXTINGUISHERS.

The recommendations with regard to chemical fire extinguishers apply only to apparatus of an approved fluid type, the capacity of which shall not be, as a rule, less than two gallons.

The extinguishers on any vessel shall not be of more than two kinds. They shall be kept where likely to prove most serviceable in cases of emergency, and shall bear on each apparatus printed instructions regarding its use, and the maker's dated guarantee as to the sufficiency of the extinguisher for the pressure generated when it is put into action.

FIRE DRILL.

Fire drill shall be observed at least once a month in all foreign-going cargo vessels. The great utility of woollen or asbestos blankets for smothering small fires should always be borne in mind at fire drills.

ANNUAL INSPECTION.

The fire extinguishing appliances shall be thoroughly examined by an approved Surveyor at least once every 12 months.

At these inspections *all* the fire hoses, both working and spare, shall be tested under working conditions, and any defects which may be discovered shall be made good to the Surveyor's satisfaction.

A fair proportion of the chemical fire extinguishers shall likewise be tested (if possible in the presence of the men likely to use them in case of emergency), and afterwards recharged, or, if considered to be defective, replaced by new ones. Before testing a chemical fire-extinguisher, the Surveyor shall carefully examine the apparatus, and satisfy himself as to its sufficiency for the pressure which it may have to sustain, and for this purpose the charge shall be withdrawn.

ANNEX II.

Instructions issued by the Board of Trade to their Surveyors with regard to Chemical Fire Extincteurs.

The following specifications and suggestions are issued for the guidance of Surveyors in dealing with chemical fire extincteurs submitted for the Board's approval. They do not refer to extincteurs differing radically from those indicated as regards either the principle adopted or the ingredients used. Any such should be considered on their merits.

1. *Size.*

To be limited to a maximum capacity of three Imperial gallons, that being the largest size that can be handled usefully by one man.

2. *Shape.*

To be cylindrical or conical (provided that those of the latter shape are of equal constructional strength and efficiency), with dome-shaped ends to cylindrical vessels, and to the large end of conical vessels.

3. *Material.*

The bodies and ends to be of sheet steel or of copper, well tinned or lead coated inside.

Steel extincteurs.—All seams, in addition to being soldered, to be lap-jointed and riveted. The rivet holes to be drilled, and in the longitudinal seams to be spaced not less than $\frac{3}{4}$ inch and not more than 1 inch apart. The top and bottom ends to be dished outwards (without reverse flanging) to a radius not exceeding the diameter of the end of the body. The metal support upon which the extincteur rests (if vertical) should overlap the joint and be securely attached thereto.

Cylindrical and conical bodies and ends (after dishing) up to and including 6 inches diameter to be not less in thickness than No. 18 L.S.G. (Legal Standard Gauge), and the rivet holes to be not less than $\frac{3}{16}$ inch diameter. Above 6 inches, and not exceeding 8 inches

diameter, to be not less in thickness than No. 16 L.S.G., and the rivet holes to be not less than $\frac{1}{16}$ inch diameter.

Solid drawn steel cylindrical bodies may be made one L.S.G. thinner than stated above, the ends being of the thickness previously stated.

Copper extincteurs, the bodies of which are not solid drawn, should be made with the longitudinal seam riveted with rivets spaced not less than $\frac{3}{4}$ inch and not exceeding 1 inch apart and the holes to be drilled. The ends should be dished outwards (without reverse flanging) to a radius not exceeding the diameter of the end, and should be riveted to the body, and the joints should be thoroughly soldered or brazed together. If the extincteur is to stand vertically, the metal support on which it rests should overlap the riveted joint and be securely attached thereto.

The cylindrical and conical bodies and ends, after dishing, of riveted copper extincteurs up to and including 6 inches diameter, to be not less in thickness than No. 16 L.S.G., the rivet holes to be not less than $\frac{1}{16}$ inch diameter. About 6 inches and not exceeding 8 inches diameter to be not less than No. 14 L.S.G., the rivet holes to be not less than $\frac{1}{4}$ inch diameter. Solid drawn cylindrical copper bodies may be made one L.S.G. thinner than stated above, the ends being of the thickness previously stated.

4. *Caps.*

The opening for the introduction of the charge should not be less than 3 inches diameter, and should be fitted with a gun-metal cap having the screwed part about $\frac{3}{4}$ inch deep, through the side of which small safety holes or slots should be made so that when the cap is being removed any pressure or gas remaining in the vessel, should the orifice be choked, may be released gradually.

The screwed threads should be continuous.

Caps must be screwed on to the bodies: the hinged type should not be passed.

The joints to be made with good quality leather well greased, or with acid resisting rubber or other material suitable for the purpose, and not to exceed $\frac{1}{8}$ inch in thickness.

The cages for the reception of glass bottles to be removable to facilitate the cleaning and inspection of the vessel.

5. *Discharge fittings.*

Suitable strainers should be fitted to all discharge openings or tubes. Internal discharge tubes, if fitted, should be sufficiently long nearly to empty the vessel. The use of stop cocks is prohibited except in special cases for marine work, but when they are fitted they should be clearly marked when open or shut, and such extincteurs are to be kept under competent expert observation.

6. *Expansion Chambers.*

In extincteurs which are fitted with internal discharge tubes, in which the fluid may rise or fall owing to changes of temperature, provision should be made for the retention of any liquid which by expansion or surging of the fluid may be forced in the direction of the nozzle and corrode the fitting or choke the orifice.

7. *Hose.*

As rubber hose rapidly deteriorates, extincteurs not under constant expert observation are best without hose, the nozzles being fixed directly on the extincteurs.

8. *Nozzles.*

The area of the nozzle to depend on the size of the extincteur and to eject the fluid not less than 20 to 30 feet for a period of not less than 60 seconds. It is recommended that thin rubber caps be fitted on the end of the nozzle to exclude grit and dirt.

9. *Handles.*

Fixed handles to be provided for transport, and in such a position and in such form as to be convenient for handling and directing on a fire.

10. *Charges and Water Level.*

The charge may consist of any of the following:—

(1) A solution of sodium bi-carbonate or potassium carbonate and a jar or bottle containing either sulphuric or hydrochloric acid.

(2) A capsule of compressed Co^2 of sufficient quantity to discharge the whole of the fluid.

In conjunction with either of the above fresh water only should be used.

Extincteurs must be clearly marked with the water level, and the capacity should be calculated from this point. The air space above the water level mark should not be less than 5 per cent. of the volume of the vessel.

11. *Pressure.*

The char e and air space should be so regulated that the maximum pressure in any extincteur when put into action but with all outlets closed does not exceed 200 lbs. per square inch with the fluid temperature of 100 Fahr.

12. *Testing.*

Extincteurs should be marked with the year of manufacture, the capacity, and the name of the maker or responsible vendor, and should

bear a declaration that they have been tested by hydraulic pressure to 350 lbs. per square inch; such pressure to have been maintained for five minutes.

13. *Maintenance.*

Extincteurs containing unsealed acid charges should bear particulars of the charge required and full instructions for re-charging. This type of extincteur should be re-charged annually. The "sealed charge" type is preferable, and full printed instructions should be given with each charge for these extincteurs.

All extincteurs should be discharged at least once in four years and tested by hydraulic pressure to 300 lbs. per square inch. They should be well cleaned, painted if necessary, and marked with the date of such test.

Whenever extincteurs are discharged they should be washed out with water so as to remove all traces of acid and broken glass, if any.

Copper extincteurs should never be cleaned with material likely to wear or corrode the surface. They are better for a coat of paint.

A mounting screw with a standard thread should be fitted, or a similar thread should be cut on the nozzle, so that the extincteur can be tested by hydraulic pressure, and also so that a pressure gauge may be attached when it is desired to ascertain the pressure developed in the extincteur when put in action.

If plungers are fitted with protectors they should be of the open or cage patterns.

It is desirable that extincteurs be so designed that the inside can be examined, otherwise they will require to be tested more frequently by hydraulic pressure.

H. LLEWELLYN SMITH,
Secretary.

ERNEST G. MOGGRIDGE,
Assistant Secretary.

No. 1849-C., dated the 27th January 1922.

From the Government of Bombay, General Department, to the Port Officer, Bombay.

Copies of the letter from the Government of India, Department of Commerce, No. 7480, dated the 3rd January 1922, and accompaniments forwarded for favour of report with reference to the correspondence ending with Government endorsement No. 2169, dated the 13th March 1919.

2. The attention of the Port Officer is invited to paragraphs 6 and 7 of the letter.

No. 170-S., dated the 14th February 1922.

From the Port Officer, Bombay, to the Government of Bombay, General Department.

With reference to Government endorsement No. 1849-C., dated the 27th January 1922, I have the honour to state that, in my opinion, it will be advisable to await the coming into force of the Merchant Shipping (Convention) Act, 1914, and until the Board of Trade instructions on these subjects—fire and distress signals—have been authorized officially and made compulsory, before deciding on what differences are essential in applying them to Native passenger ships and to observe that the new Board of Trade instructions will probably apply to all sea-going vessels in India surveyed under the Indian Steam Ships Act VII of 1884.

2. The Principal Surveyor to Government informs me that all surveys are governed by Board of Trade Regulations in force and that being so, it appears unnecessary for Government to institute a separate set of regulations on the same subjects, when a notification already exists authorizing Government Surveyors to rely on Board of Trade regulations for guidance (Government Notification, Marine Department, No. 8, dated 30th January 1888, rule 11). Apart from the correspondence involved in framing these regulations, the work of the Surveyors is complicated by having separate sets of regulations in the same subjects. Under these circumstances Government may be pleased to consider the question of standardising Board of Trade regulations for the Marine Survey Departments at all Indian ports. If this is done, uniformity of practice is more or less secured.

No. 1849-C. of the 19th April 1922.

From the Government of Bombay, General Department, to the Government of India, Department of Commerce (Merchant Shipping), Delhi.

I am directed by the Governor in Council to refer to the correspondence ending with your letter No. 7480, dated the 3rd January 1922, on the subject noted above and to forward, for the information of the Government of India, a copy of letter No. 170-S., dated the 14th February, 1922, from the Port Officer, Bombay, who was consulted in the matter. I am to state that the Governor in Council fully agrees with the view expressed by that officer and expresses a hope that the Government of India will consider the question of standardising Board of Trade regulations for the Marine Survey Department at all Indian ports in order to secure uniformity of practice.

No. 1414-199 of the 17th August 1922.

From Chamber to the Government of Bombay, (General Department).

I am directed to acknowledge receipt of your letter No. 1849-C., dated the 7th July 1922, and its accompaniments, in which the views of my Committee are invited on the subject of the rules regarding precautions against fire and, distress signals on board Native Passenger Ships.

2. It appears from the correspondence forwarded with your letter that the Government of India have recently been in communication with the Board of Trade and Maritime Local Governments with a view to the revision of the existing rules for precautions against fire and in regard to distress signals on board Native Passenger Ships which were originally published in the Finance and Commerce Department Notification No. 1354, dated the 14th March 1889. The draft of revised rules and instructions now submitted for my Committee's approval is based partly on the procedure prescribed in various circulars, etc., which have been issued by them subsequent to the promulgation of their "Instructions for the Survey of Passenger Steamships, 1913" and partly on modifications of the existing rules suggested by the local Governments, and fall into two main divisions:—

I. Apparatus for extinguishing, and precautions against, fire.

II. Appliances for making signals of distress.

The Government of India in their letter, No. 7480, dated the 3rd January 1922, covering the draft of the revised rules further explain that their enquiries also elicited a good deal of matter that appeared to be rather of the nature of suggestions and recommendations than rules to which a statutory character could be given and they accordingly decided to classify separately such suggestions as "instructions" for the breach of which no penalty shall be prescribed, but non-compliance with which shall enable a surveyor, if he chooses to refuse the grant of a certificate.

3. Before proceeding to discuss in detail the draft of the rules under reference I am to invite your attention to the concluding sentence of paragraph 3 of the Government of India's letter above quoted in which it is stated that it would be convenient to shipowners if the structural and other alterations which may be rendered necessary by the acceptance of the recommendations of the Deck Passenger Committee, which are now under the consideration of the Government of India, were carried out simultaneously with those involved in the adoption of the revised fire extinction and distress signals rules. In that connection I am to state that my Committee are strongly of opinion that any structural alterations necessary to enable steamers to comply with the requirements of the latter rules should be held in abeyance until the Native Passenger Ships Act is amended and the new rules thereunder are framed and that thereafter adequate time should be allowed for the alterations in the case of the fleet of vessels which is on a materially different footing from isolated steamers in that respect. In particular my Committee desire to emphasize the fact that Shipping Companies should not be hampered by such means in their passenger service which has hitherto and under the existing rules been very efficiently performed.

4. In paragraph 2 of this letter a reference is made to the duties of a surveyor in the event of non-compliance with the instructions as opposed to the revised rules and my Committee take great exception to the Government of India's proposals in their connection, namely, that, although no penalty is prescribed for breach of the instructions, non-compliance with them shall enable a surveyor, if he chooses, to refuse the grant of a certificate. My Committee consider that the effect of such a proposal is to vest in the surveyor a power which could readily be abused and they desire to point out that to make even small structural alterations in a large fleet of steamers would take a considerable time, possibly covering a period of several years, and that in the event of a surveyor exercising his prerogative during that period the result might possibly be that vessels which have hitherto been regular and competent passenger carrying steamers would be debarred from the trade. They are strongly of opinion, therefore, that neither the rules nor the

instructions should be so framed as to permit of such an eventuality.

5. I am now to refer categorically to the draft rules, Part I of which deals with appliances for extinguishing, and precautions against, fire and to deal with the instructions as and when they come within the purview of my Committee's remarks on the rules.

6. Rules 1-6 apply in the case of steamships of more than 4,000 tons gross tonnage. The first (Rule No. 1) requires that at least three steam or equivalent pumps shall be available for the spaces occupied by the passengers and crew. The present practice is however for steamers to be equipped with two serviceable pumps and my Committee, after careful consideration and enquiry, are of opinion that this number is sufficient for all possible requirements and they recommend that the rule be modified accordingly. With regard also to the last sentence of the rule my Committee, after careful enquiry, are unable to appreciate the necessity for fitting branch water service pipes on both sides of an exposed deck. They agree that it should be possible to connect two single sets of ordinary fire hose in such a manner that they can be brought to bear on any one compartment occupied by passengers or crew but this would not necessitate the erection of branch pipes on both sides of the deck and they therefore consider such a provision unnecessary.

7. Rule 3 provides that portable chemical fire extinguishers shall be carried in all parts of the accommodation for passengers and crew and, *inter alia*, that two extinguishers shall be located on each deck of each compartment so occupied. My Committee are unable to understand the meaning of the term "compartment" used in this connection and they consider that the words "of each compartment" should be deleted. Otherwise they agree to the rule.

8. Rule 4 reads—"Arrangements shall be made to provide that two powerful jets of water can be poured into each cargo compartment, and in addition, satisfactory means shall

be provided whereby steam may be conveyed thereto." My Committee are of opinion, however, that the desired arrangements are secured by the provisions of Rule 1 under which two lengths of canvas hose would be available for this purpose. Moreover, as many ships are now fitted with the Clayton plant for extinguishing fires they would recommend the insertion, after the word "steam", of the following words—"or other approved fire extinguishing medium." Similar provision for this contingency should also be made in paragraph 3 of the draft instructions.

9. Rule 5 enumerates the number and types of fire appliances to be provided in machinery spaces and requires in the case of coal bunkers, that "arrangements shall be made whereby two powerful jets of water can be brought to bear upon any part of the bunker spaces." My Committee would prefer that the portion of the rule qouted should be amended to read as follows—"For coal bunkers arrangements shall be made whereby two powerful jets of water can be brought to bear upon any part of the bunker spaces by means of a single length of hose." My Committee agree to the special provision made in Rule 6 for vessels which use oil fuel.

10. Rule 7 provides that the above specific requirements shall apply equally in the case of steamships not exceeding 4,000 tons gross tonnage with certain modifications and my Committee have no remarks to offer in that connection.

11. Rules 8 and 9 apply only in the case of sailing ships and while my Committee are in agreement with the suggestion contained in Rule 9 they are of opinion that two good hand pumps will be ample for ships of this description and they recommend that Rule 8 be amended accordingly. Rule 10 provides that motor ships shall have the same appliances as sailing ships with an important addition and my Committee approve the suggestion.

12. Rules 11 and 12 deal with the location of pumps in the case of steamships and sailing ships respectively. My Committee have no comments to offer in connection with the provisions relating to sailing ships but in the case of steam-

ships they desire to draw attention to the undesirability of placing pumps in the stockhold where, from the constant accumulation of dust, their efficiency is bound to be endangered. Accordingly they suggest that all pumping plant should be located in the engine room and in that connection they desire again to emphasize their objections to the compulsory provision of three pumps, which they observe must be worked by steam or by some other motive power equally efficient. My Committee are also of opinion that it is not necessary to keep pumping plant in readiness for immediate use when the crew only are on board for the reason that the vessel may be laying up or undergoing overhaul, thus necessitating the closing down of all steam, and my Committee consider that it will be sufficient if the rule provides that the pumps shall be available for immediate use only when passengers are on board.

13. Rules 13 and 14 relate to the form and construction of water service pipes as opposed to fire hoses which are dealt with in Rules 15 and 16. My Committee agree to the suggestions contained in Rules 13, 14 and 15 but in connection with Rule 16, which prescribes the location and manner of use of fire hoses, my Committee, after careful enquiry, are of opinion that it is both unnecessary and unsafe to keep these hoses near the water service connections in passenger spaces. Experience has shown that the brass connections are apt to be stolen thus rendering the hose useless for the purpose for which it is intended and my Committee therefore recommend that fire hoses should be kept in a suitable and conspicuous place where they are at all times available for immediate use.

14. My Committee are generally in agreement with the provisions of Rule 17 and in as much as many steamers are already fitted with a similar arrangement for conveying steam to holds such vessels would not require structural alterations. At the same time they desire to point out that in the case of vessels not so fitted compliance with the provisions of the rule will involve considerable expense. Paragraph 3 of the draft instructions in this connection reads "The use of steam for extinguishing fire in holds should be encouraged, for instance, by a pipe led from a deck steam pipe, to the bottom

of the hold, or any other method in agreement with the surveyor. If on any ship pipes are not specially fitted for admitting steam to the holds, flexible steam pipes can be used if suitable provision is made for rapidly connecting them with the winch steam pipes and the various hold sounding pipes. The connection with the latter should be such that it will not be blown out when steam pressure is admitted, and air will not be carried down with the steam into the hold... ." My Committee agree with the suggestion contained in the foregoing that all vessels not in possession of the fixed steam pipes should be fitted with flexible steam pipes of the nature described.

15. Rule 18 requires no comment except that my Committee consider that a list of approved fire extinguishers should be published for general information.

16. My Committee approve the provisions of Rules 19 and 20 in regard to the use of fire buckets and smoke helmets and a safety lamp, respectively.

17. My Committee consider that Rule 21 should be amended to read:—

> "The necessary emergency fire appliances, such as knives, axes and hand lamps shall be kept in a place readily accessible at all times."

18. Similarly, in the case of Rule 22, my Committee consider that the following amended version is to be preferred:—

> "Fire drill shall be observed at least once a week on board all vessels and that during such drill all fire appliances shall be put into use and the fact entered in the Log Book."

19. My Committee consider that the provisions of Rule 23, in regard to the custody of fire apparatus, are adequately met by the preceding rules and that the rule should accordingly be deleted.

20. With regard to the remaining rules in Part I, namely Rules 24-27, my Committee approve the suggestions contained

in Rules 25, 27, and have no remarks to offer in connection with Rule 24.

21. The rules contained in Part II relate to the use of appliances for making signals of distress and the only one which calls for comment, in the opinion of my Committee, is Rule 35 which provides for the proper stowage of signals and combustibles. In that connection my Committee invite attention to the fact that magazines are already provided on steamships for the safe stowage of the articles in question and they do not therefore see the necessity for building any special house on deck for their accommodation.

22. Paragraph 8 of the draft instructions, however, is not satisfactory as it stands as, in effect, it means the condemnation of pyrotechnic signals which are more than two years old. These signals are expensive and, especially in the case of socket distress signals, retain their efficiency, if kept in a dry condition, for longer than two years. My Committee therefore suggest that before the two-year limit is accepted Government should take expert advice upon the point which can readily be obtained from the Department of the Inspector General of Explosives. The existing rules in this connection were made in 1889 since which date the quality of explosives has been greatly improved.

23. In conclusion I am to emphasize the extreme inadvisability of applying the rules under reference in the case of all steamers indiscriminately. In particular my Committee consider that shipowners should not be required to make structural alterations in existing steamers or in steamers in an advanced stage of construction.

24. Finally I am to invite attention also to the provisions of Section 13 of the Merchant Shipping (Convention) Act, 1914, which states, in effect, that any passenger steamers proceeding on a voyage within the home-trade limits, subject to a maximum distance of 200 miles from the coast, is exempted from the provisions of Part 2 of the Act which provides for the necessary construction and equipment of passenger steamers including the prevention, detection and extinction of fire, etc. My Committee are strongly of opinion

that similar powers of exemption should be included in any new Indian legislation that may be undertaken as a result of the present reference.

APPENDIX I-4.

RECOMMENDATIONS OF THE LIFE-SAVING APPLIANCES COMMITTEE.

No. 3082-C. of the 29th July 1922.

From the Government of Bombay (General Department) to the Chamber.

Subject: Recommendations of the Life-Saving Appliances Committee's Report which involve structural changes in ships.

I am directed by the Governor in Council to forward herewith a copy of a letter from the Government of India, Department of Commerce, No. 3659, dated the 15th July 1922, with a request that you will be good enough to place it before your Chamber and to furnish Government with their remarks thereon at an early date.

No. 3659 of the 15th July 1922.

From the Government of India (Department of Commerce), Simla, to the Chief Secretary to the Government of Bombay.

Recommendations of the Life-Saving Appliances Committee's Report which involve structural changes in ships.

I am directed to refer to paragraph 3 of this Department's letter No. 6402, dated the 11th July 1918, on the above subject.

2. The Government of India then decided to defer consideration of those recommendations of the Life-Saving Appliances Committee which would involve structural changes until settled conditions were

restored as they did not wish to impose additional burdens on shipping during the war. The most important of the Committee's recommendations in this respect is that in paragraph 5 of the Report which relates to the question of framing rules regarding watertight bulkheads. The Committee recommended that as soon as the new rules for the United Kingdom were passed, a similar standard should be adopted for this country, at any rate for vessels certified to carry more than a hundred passengers.

3. The United Kingdom rules, which are at present provisional in view of the fact that the Merchant Shipping (Convention) Act of 1914 has not yet been brought into force, are contained in the Board of Trade Instructions relating to the construction of passenger steamships issued in 1915 (reprinted in 1922). They, however, generally embody the recommendations of the Convention. For the purpose of applying these rules steamers are divided into three classes, according as their keels were laid (1) on or after the 1st January 1916 ; (2) on or after the 1st July 1915 ; and (3) before the date determined by Article 16 of the Convention, namely, the 1st July 1915.

4. The position in India is simplified by the fact that as the Government of India did not adhere to the Convention they have a free hand both in framing their rules and in fixing the date and method of their application. They, however, agree with the Committee that it would be simplest to apply the Board of Trade rules. It does not seem necessary to limit the rules, as suggested by the Committee, to vessels carrying more than 100 passengers, as the Board of Trade rules appear to be limited to foreign-going ships and are graduated to apply to large as well as to small steamers. I am to enquire whether the Government of Bombay agree, or whether they consider that any modifications are desirable in these rules before they are applied to Indian Foreign-going Passenger Ships or whether any special rules are required for home-trade ships.

5. The next question is the date of application. The Government of India consider that if the rules are made obligatory on all ships the keels of which are laid on or after the 1st of January 1924, ample time will be afforded for the alteration of designs to comply with their requirements. In any case at least twelve months' warning would appear to be necessary before introduction.

6. With regard to existing ships (that is to say ships the keels of which have been or will be laid before the suggested date) it is probable that in view of the fact that practically every steamer engaged in foreign-going passenger traffic in India has been constructed in the United Kingdom and in most cases took out its initial registration there, ships constructed after 1916 already comply with the Board of Trade regulations. At the same time, there is no information to show how far in practice they were applied by surveyors in the United Kingdom granting certificates to passenger steamers which did not intend to ply between the United Kingdom and other countries. The

Government of India therefore desire to ascertain how far steam vessels at present employed in passenger traffic in this country comply with the Board of Trade regulations and with what modifications, if any, they should be applied to those vessels.

7. If the Government of Bombay consider that the regulations are already substantially complied with, and that their enforcement would not involve ship-owners in undue trouble and expense, they might suggest a date after which existing vessels should be compelled to adapt themselves to these regulations or in default have their passenger certificates cancelled, or, if this is considered too drastic, after which surveyors might be empowered to reduce the maximum number of passengers in the case of vessels which did not comply with the regulations. The Government of India would be glad to receive any suggestion which would enable the rules to be applied to existing ships with or without modifications.

No. 2207/225 of the 1st December 1922.

From Chamber to the Government of Bombay (General Department).

I have the honour to refer to your letter, No. 3082-C., dated the 29th July 1922, wherein you request the views of my Committee on the subject of the recommendations of the Life-Saving Appliances Committee's Report.

2. In further reply to your reminder,* No. 3082-C, dated the 18th instant, which was acknowledged in my reply* No. 2139/225 of the 23rd instant I am to subjoin hereunder my Committee's views on this subject.

3. I am instructed, at the outset of these remarks, to emphasize the fact that since the Government of India did not agree to adhere to the Merchant Shipping (Convention) Act, 1914, there is, in my Committee's opinion, no necessity to follow blindly any Board of Trade rules and I am to state, that they consider that this should be very clearly borne in mind when legislating with regard to certificates granted in India for vessels trading in Eastern waters.

4. I am to draw attention to the fact that the Bulkhead Committee was originally appointed as a result of the

* Not printed.

"Titanic" disaster and that in drawing up their recommendations the foremost considerations that the members of the Committee would have in mind would be the requirements of vessels trading in the North Atlantic, with its accompaniments of fog, snow-storms, blizzards, low temperatures and etc., in Winter, and ice dangers, not to be lightly disregarded, later on in the year.

5. In this connection I am to add that my Committee recognise, of course, that in tropical waters extremely bad weather is at times to be met with in the form of cyclones or typhoons, but they think that no one will assert that the Board of Trade Regulations, governing the construction of ships up to 1915 were in any way lacking, as regards a ship's seaworthiness in every respect.

6. Thus I am to state that my Committee consider that Government surveyors in India should not demand any structural alteration in ships built before 1916, and I am to add that they are of the opinion for the foregoing reasons that any regulations to the contrary would be based only on a slavish imitation of the Board of Trade rules and the expense of alterations entailed by such regulations would be prohibitive.

7. In this regard, I am to state that, in my Committee's opinion the Government Surveyors in India should confine themselves to a thorough examination of the hull, structure, etc., of ships built under the old Board of Trade rules and insist that these are in good order and kept up to the standard laid down.

8. With regard to vessels built or registered in England since 1916, I am merely to point out that they obviously will comply with any rules drawn up by the Board of Trade, and that it is unnecessary to make any further provisions with regard to their life-saving appliances.

9. In conclusion, I am to add that my Committee's views on the question of the life-saving appliances for ships built in this country and designed for trade in the waters around India, are that the Government of India would do well to insist

on these vessels being built up to the standard of the Board of Trade requirements previous to 1915, but they deem it unnecessary for the later Board of Trade rules to be enforced.

APPENDIX I-5.

WORKMEN'S BREACH OF CONTRACT ACT.

PROPOSED REPEAL.

No. 324-C of the 22nd November 1921.

From the Government of Bombay (Home Department) to Chamber.

I am directed by the Governor in Council to forward herewith a copy of a Resolution of Government in this Department, No. 324-C, dated this day, and to request that you will be so good as to furnish Government as soon as possible with the opinion of the Chamber of Commerce, Bombay, on the questions raised in paragraph 2 of the letter from the Government of India accompanying the Government Resolution.

GOVERNMENT OF BOMBAY.

HOME DEPARTMENT.

Resolution No. 324-C.

SECRETARIAT, FORT, BOMBAY, 22*nd November* 1921.

1. Copies of the accompanying letter from the Government of India should be forwarded to the Honourable the Chief Justice and Judges of the High Court and the Judicial Commissioner of Sind and the Judges of his Court, and they should be requested to consider the desirability of issuing instructions to the Sessions Judges and District Magistrates in the sense of paragraph 1 of the letter from the Government of India. They should also be requested to favour Government as soon as possible with their opinion on the questions raised in paragraph 2 of the letter from the Government of India.

2. Copies of the letter from the Government of India should also be forwarded to the Commissioner in Sind, the Commissioners of Divisions, the Director of Industries, the Remembrancer of Legal Affairs, the Chief Presidency Magistrate, Bombay, the Agents, B. B. & C. I. and G. I. P. Railways, the Chairmen, Bombay and Karachi Port Trusts, the Bombay Presidency Trades Association, the Chambers of Commerce, Bombay and Karachi, the Indian Merchants' Chamber and Bureau, the Millowners' Associations of Bombay and Ahmedabad, the European Textile Association, the Social Service League, the Kamgar Hitawardhaka Sabha, the Trades Union Congress, and the Bombay Engineering Employers' Association, and they should be requested to favour Government as soon as possible with their opinion on the questions raised in paragraph 2 of the letter from the Government of India.

3. Copies of the letter from the Government of India should also be forwarded to all Sessions Judges and District Magistrates and they should be requested to furnish Government as soon as possible with their opinions on the questions raised in paragraph 2 of the letter from the Government of India and a report on the points raised in paragraph 3 of the letter. The Sessions Judges should be requested to submit their reports through the High Court or the Court of the Judicial Commission of Sind as the case may be, and the District Magistrates should be requested to submit their reports through the Commissioners concerned.

No. F.-168-Judicial of the 1st October 1921.

From the Government of India (Home Department) to the Government of Bombay (Home Department).

I am directed to invite a reference to the statement made by the Hon'ble Sir William Vincent on behalf of Government in the Imperial Legislative Council on the 11th March 1920, when moving that the Bill further to amend the Workmen's Breach of Contract Act, 1859, be passed, to the effect that Government would be prepared to address local Governments pointing out that the policy of the Government of India was to administer the Workmen's Breach of Contract Act, as amended, with the greatest leniency possible. I am to request that (with the permission of His Excellency the Governor in Council) steps may be taken to give effect to the assurance given in the Council.

2. I am at the same time to enclose copies of the debate in the Legislative Assembly on the 10th September 1921 on Mr. Joshi's resolution recommending the repeal of the Workmen's Breach of Contract Act, 1859, and sections 490 and 492 of the Indian Penal Code. It will be seen that Mr. Joshi withdrew his resolution on an undertaking being given to him by the Honourable Sir William Vincent that the Government of India were prepared to adopt the view that the repeal of the

Act was desirable on general grounds of principle, and that if, after consulting local Governments and eliciting public opinion, it was found that there was a general consensus of opinion in the country in favour of this course, they would be prepared to undertake legislation to repeal the Act. No definite undertaking was given as to the repeal of sections 490 and 492 of the Indian Penal Code, which, the Government of India consider, stand on a different footing from the Act of 1859 as they are a part of the general criminal law of the land, but the Government of India expressed their readiness to invite public opinion on these sections of the Indian Penal Code as well. I am accordingly to request that general public opinion, especially the opinion of those whose interests are likely to be affected by these proposals, the Planter community and other employers of labour, may be ascertained and communicated to the Government of India, together with the views of His Excellency the Governor in Council on the position generally and in particular on the questions (1) whether the repeal of the Workmen's Breach of Contract Act is likely to affect materially the industrial progress of the country; and (2) whether the repeal of sections 490 and 492 of the Indian Penal Code is desirable.

3. I am further to ask that a report may be furnished as to how the Act as amended in 1920 has worked, whether it is unfair and whether any instances of the abuse or misuse of its provisions have come to the notice of the local Government.

4. The Government of India would be glad to be furnished with an early reply to this reference.

RESOLUTION *re*: REPEAL OF WORKMEN'S BREACH OF CONTRACT ACT AND CERTAIN SECTIONS OF THE INDIAN PENAL CODE.

MR. N. M. JOSHI: Sir, I beg to move:

'This Assembly recommends to the Governor-General in Council that he should take steps to introduce, at an early date, in the Indian Legislature, legislation for the repeal of—

(*a*) The Workmen's Breach of Contract Act, No. 13, of 1859; and

(*b*) Sections 490 and 492 of the Indian Penal Code.'

My object in introducing this Resolution is to request the Government to remove criminal liability for breach of contract of service, in a large number of cases accompanied by advances of money. It is a strange coincidence that on to-day's agenda there should be two Resolutions making a demand, in principle the same, namely, to make all people in the eyes of law equal. I hope this coincidence will enable Members of this Assembly to see the principle underlying my Resolution in a clearer perspective, and I, therefore, hope, that this coincidence will turn out to be a happy augury.

Sir, the Workmen's Breach of Contract Act was introduced in the year 1859 at the request of the Calcutta Trades Association. The Calcutta Trades Association sent a petition to the Government of India that they had to bring labourers from outside by giving them advances, and some times these labourers before fulfilling their contract of service left their service and consequently put them to a loss of money. Government at that time sympathised with their request and passed a legislation in the year 1859 called the 'Workmen's Breach of Contract Act.' The main provision of this Act is, that when a workman joins service and receives advance, and after receiving the advance does not fulfil his contract, the Magistrate has power, on the complaint made by the employer, to order the man, as the employer requires, either to pay back the money or to fulfil the contract of service, and in default the Magistrate has power to impose rigorous or simple imprisonment upon the offender. This is the main provision of the Act. There are other provisions also. The Act, it must be remembered, does not even exclude women and minors from this provision. When the original Act was passed, it was intended to apply only to the Presidency Towns, but the Government at that time was kind enough to insert a Section enabling the Local Governments as well as themselves to extend the operation of the Act to all the places in the country, with the result that the Act is being applied since that time to most parts of the country. The operation of the Act went on merrily till the year 1917 for nearly sixty years. In the year 1917, Pandit Madan Mohan Malaviya asked a question on this matter and in the same year gave notice of introducing a legislation to repeal this Act and of introducing a Bill called the Workmen's Emancipation Bill. Unfortunately he, being a very busy man, did not introduce that legislation, but the result of his question and notice was, that the conscience of Government was roused after sixty years and they, in the year 1918 or 1919, introduced an amending Bill and made certain amendments to the Act. The first amendment was, that the Act should not apply to all those contracts, where an amount of money exceeding Rs. 300 was involved. This provision was intended to exclude the higher classes of artisans and contractors. Government is always kind to the higher classes and not to the lower classes. Sir, there was another amendment introduced and that was the discretion to compel the payment of an advance or specific performance of a contract was transferred from the employer to the Magistrate. Perhaps this was due to the fact, that when the original Act was passed, all the employers were Europeans. But recently many Indians have become employers and have taken advantage of this Act. Then the Magistrate was also empowered to vary the punishment and given the discretion to impose either simple or rigorous imprisonment. These are some of the main amendments introduced by the Act of 1920. Sir, this is, in short, the history and the provisions of the Workmen's Breach of Contract Act. This kind of legislation, namely, criminal liability for a civil breach of contract is, in my opinion, an inheritance from England. In England, from the time of Queen Elizabeth there have been legislation putting all sorts of liabilities upon the poorer classes. And, unfortunately, when the English Government and European mer-

chants came here, they brought that inheritance into India. I believe, this kind of legislation is alien to the Indian sentiment, but unfortunately such a legislation has come. But, Sir, in England, the conscience of the people was roused very soon and all the legislation attaching criminal liability to civil contracts in the case of the working classes has now been repealed. Some portion of this legislation was repealed in the year 1867 and the rest in the year 1875. But, unfortunately, the Indian Act continues in force. Sir, the main object for which this Act was introduced is said to be to enable employers to recover the money advanced, but, in my opinion, this was not the main object and I can make it quite clear to the Assembly, that I am correct. Sir, when the original Act was discussed in the Council in the year 1859, there was a Member from Bombay Mr. Legeyt, and he told Government, that it was of no use to pass legislation only in the cases where advances were made. He asked Government to pass legislation to make breaches of contract criminal even in cases where no advances were made. I will also make it quite clear to the Assembly, that if the object of the legislators at that time had been to recover the money, the question of paying the money or specifically performing the contract would have been left to the employee and not to the employer. The fact that discretion is given to the employer to enforce either provision shows that the employee is answerable not only for the payment of money but also for the specific performance of the contract.

Sir, the object with which these advances have been given are these. I will read some quotations in order to show why these advances have been given. The first quotation is from Mr. Kincaid who is a Bombay Civilian of long standing. He says:

'The cases that have come before me were always cases where the employer had given an advance with the object of reducing him to a state of slavery.'

There is another quotation from Mr. Allen, a Calcutta gentleman, which shows clearly why the advances were made:

'The advance is more in the nature of a bonus than an advance is ordinarily understood.'

He explains that this advance is a kind of higher payment to those workers who choose to come under the Workmen's Breach of Contract Act voluntarily. Those workmen who do not see that the Act puts them in a state of slavery come under this Act by accepting this bonus or advance.

Then, Sir, I would request the Members to remember that this advance is given sometimes to a father who promises that his child and his wife will work for the master and if the father does not return the advance, the child and the wife must go to prison or render service. This is the kind of law we have to deal with to-day. From this, it is quite clear, that the main object of this legislation was not that the advance given

should be repaid, but the main object was that, the employers should have a hold upon the workmen, that the workers should not be able to leave their masters. That was the main object of this legislation. I give a quotation. This is from the Secretary of the United Provinces Chamber of Commerce :

'The real advantage of the Act lies not so much in its being enforced as in the 'moral effect' which its existence on the statute book has on the coolies.'

Sir, I do not know whether this moral effect is the same as the moral effect of General Dyer at Amritsar or of Commissioner De at Chandpur. I hope it is different.

Sir, it was also said, that this Bill was also necessary in order that the tedious process of civil law may be avoided. If the tedious process of civil law is to be avoided in the interests of the rich employers, is it not also necessary for the poor workmen who sometimes have to file civil suits for their pay against their masters, and if it is necessary for both, why is it that only the workmen are made liable for this legislation ? It is therefore quite clear that the main object with which this legislation was introduced was that the employer should have a hold upon his workmen and that the servants should not be allowed to change their masters.

My main objection to this Bill, is, that it makes a civil offence, a criminal offence and this is done only in the case of the working classes. It is a piece of class legislation which is as objectionable as racial legislation. Now, in the case of the richer people, people like you and me, if we break our contract of service, we shall not be sent to jail. But the ordinary workman is considered to belong to a different class of people and, therefore, if he breaks the contract of service, he must be sent to jail.

This distinction is not justified by any reasons. Then, Sir, I object to this Bill because of another reason. This Bill shows, that a man can be sent to jail for the non-payment of debt. A man like you and me will not be sent to jail even if a debt amounting to lakhs and crores of rupees is not paid, but a poor man, if he does not pay a rupee, will be sent to jail under this Act. Of course the Honourable the Home Member may say, that that is not true and that a man is sent to jail only in the case of fraud. I shall deal with this point later on. But it is quite clear, that in the case of the working classes the non-payment of debt is punished with imprisonment. Sir, there is another thing. This kind of legislation is a kind of indentured labour system which everyone of us abhors from the bottom of our heart. To get rid of it, we have tried our very best. What is the basic principle of indentured labour ? It is this, that where a man breaks his contract of service, he is to be punished criminally and not civilly. That is the principle of indentured labour, and this principle has been allowed to remain on the Statue Book of India for such a long time. We have been doing

our very very best to have it removed in the case of Indians in other countries, but we have allowed it in our own country. Sir, in my opinion, this is not only indentured labour, but it is nothing short of slavery. I am using a strong word, I know. But I shall give a few quotations which will show, that this is not only my view, but this is the view of some officers of Government also. This is from Mr. Hallifax, the Commissioner of Rawalpindi :

'This Workmen's Breach of Contract Act is really a form of slavery and should be discouraged.'

Mr. Harrison, the Legal Remembrancer, Punjab, says !

'I am strongly of opinion that the Bill should be repealed altogether. The Indian of the artisan class is only too ready to sell his son into what practically amounts to slavery.'

Thus, my main objections are that this legislation is a class legislation, discriminating between class and class ; it is an indentured system; it is slavery. Therefore, I hope that the Members of this Assembly will support me. Sir, I should like to say a few words as to what is said in justification of this Act. The first thing said is, that the workman is a poor man, and if he is unable to pay his debts, and if he does not pay his debts, he must be punished somehow ; we cannot claim damages from him. This is the main argument upon which this Workmen's Breach of Contract Act is based. But I should like Members of this Assembly to remember this. If debts are not paid by some members of the working class, are there no men of the other classes who do not pay their debts ? Should that Act apply to the working classes, and the ordinary civil law to others ? I have seen instances of hundreds of men being ruined by the richer classes not fulfilling their contracts, but nobody punishes them with imprisonment. As regards this, Sir, I would like to read a small quotation from Mr. Fawcett when this subject was under discussion in Parliament :

'It seemed to him a fallacy to urge that a heavier scale of penalties should attach to offences committed by the men, on the ground that more serious losses were thereby entailed. No doubt the pecuniary loss was great ; but consequences as severe frequently devolved upon the men through the acts of the masters. Men who were brought from distant parts of the country, say from the North to the South, on a promise of twelve months' regular work and at the end of three months were discarded, owing to fluctuations in the trade, suffered hardships as great as any capable of being entailed upon the masters.'

Then, Sir, there is another justification. A breach of a promise involves a fraud. I should like to say, Sir, whether frauds are committed only by the poorer people,—and the richer classes, the employers, and people like you and me, also sometimes commit fraud, but we are punished for fraud under a different Section, and that Section is Section 415 of the Penal Code and not under this Act, as was pointed out by the

Honourable Mr. Sarma in his speech in the Council when he was a non-official Member. I hope he will now support me. Sir, I cannot understand why an ordinary man like you and me should come under Section 415, and workmen not come under that. Is it that this section is reserved for some people, the Brahmins of the economic world? Why should not this Section apply to the poorer classes for offences of fraud involved in the breach of contract of service ?

I feel that the repeal of this Act is an absolute necessity, if we are to show to the world that we do not want class distinctions in the law. It may be said, that if we repeal this legislation, the employers will suffer loss and that our industries will suffer. Supposing this is true, which I don't believe to be true, I ask the Members of this Assembly whether they will not prefer a little loss for their industry and a little less prosperity, to the loss of freedom for the working classes ? Would they like the working classes to remain in a condition of slavery in order to prevent the loss which the richer people of this country would otherwise suffer ? Let them make their choice. Sir, when I ask for the repeal of the Act, I am not alone. There are several officers of Government who have been asking for the repeal. I have quoted the opinions of some of them, and I will also venture to quote a few more. This is from the Honourable Mr. Piggott, of the United Provinces:

'I am not sure that the employers of labour will not find the Act thus emasculated of so little practical value that they will rarely if ever invoke its provisions. The real question to my mind is whether it is worthwhile to continue to impose upon Magistrates the duty of interfering in matters which under modern conditions might well be left to the adjudication of ordinary civil courts.'

The Bombay Burma Trading Company say:

'As it is supposed to be amended it will be absolutely useless to anybody and no good purpose will be served by its retention.'

Then Mr. King, Punjab, says:

'It is better to repeal the Act instead of amending it.'

Sir Benjamin Robertson practically says the same thing. I have already quoted Mr. Kincaid of Bombay. Sir, there are some employers who are very generous and want to repeal this Act. The Indian Merchants' Chamber and Bureau say this:

'They feel it is high time that the Government of India considered the advisability of repealing the Act altogether.'

Mr. Justice Sadasiva Aiyar of Madras says, that it is wholly unsuited to modern conditions and ought to be repealed altogether.

Sir, I have said enough about the necessity of repealing this Workmen's Breach of Contract Act. In my Resolution, I also ask the

Government to repeal Sections 490 and 492 of the Indian Penal Code. Section 490 is this :

'Whoever, being bound by a lawful contract *to render his personal service in conveying or conducting* any person, or any property from the place, or to act as servant to any person during the voyage, or journey, or to guard any person or property during a voyage or journey, voluntarily omits so to do, except in the case of illness or ill-treatment, shall be punished with imprisonment of either description for a term which may extend to one month, or with fine which may extend to one hundred rupees, or with both.'

Sir, this is another instance of punishing a poor man, with imprisonment for a breach of contract. Sir, this Section was introduced into the Penal Code on the ground that in those old days roads in India were not good, there were no conveniences for travelling. That is what the Law Commissioners say. Now, that was many years ago, about 60 or 70 years ago. But the times have changed since then. We have got very good roads now, we have got railways, we have got steamers ; and, therefore, there is no reason why should it continue now. I admit, Sir, there are some cases in which, if a man breaks his contract of service without notice, he may be punished criminally, namely, where a man by his breach of contract of service causes danger to human life. I admit that is the only occasion when a man could be punished, criminally for breach of contract of service. If Government wants to legislate for that purpose, I shall have no objection, I shall vote for it ; but I cannot allow this Section to remain in the Penal Code.

Sir, Section 492 is this :

'Whoever, being bound by lawful contract in writing to work for another person as an artificer, workman or labourer, for a period not more than three years, at any place within British India to which by virtue of the contract he has been or is to be conveyed at the expense of such other, voluntarily deserts the service of that other during the continuance of his contract, or without reasonable cause refuses to perform the service which he has contracted to perform, such service being reasonable and proper service, shall be punished with imprisonment of either description for a term not exceeding one month, or with fine not exceeding double the amount of such expense, or with both ; unless the employer has ill-treated him, or neglected to perform the contract on his part.'

This Section is nothing but a repetition of the Workmen's Breach of Contract Act, and this Section provides for nothing but an indenture labour system. Where is the difference if a man from India goes to South Africa with the money of his employer and deserts his service and is punished with imprisonment and if a man receives his railway fare or steamer fare in India, goes to another province, leaves his service and is punished with imprisonment. I fail to understand the difference between the two cases. If we are angry with the South African Government for allowing this indenture system, and if we

forced our Government to abolish the indenture system, I do not know why we with open eyes allow this system to remain in existence in our country ? It is like preaching a homily to others and doing the same thing ourselves. I hope Members of this Assembly will rise above selfish feelings, in the name of the country and in the name of humanity.

Sir, there is only one other point about which I want to speak for a minute or two and then close. When Pandit Madan Mohan Malaviya moved his Resolution, Government asked him to introduce legislation for the repeal of the Act. Government may say the same thing to me to-day, but I must frankly tell Government, that I shall not undertake the responsibility of introducing that legislation. Who introduced the first legislation of 1859 ? Government, and not a private Member. And, if Government introduced that Legislation, it is the clear duty of Government to repeal it when it is found unsuited to the present times. Government may also say, that they have not consulted the Local Governments. But Government of India had very recently consulted the Local Governments, in the year 1920, and they need not consult the Local Governments again. Moreover, Government have consulted the Local Governments on the indenture system and Government is introducing a Bill in this very Session to make provision for the repeal of the law which provides for the indenture system, and, in the case of that legislation, they introduced the Bill, and afterwards they consulted the Local Governments. I ask Government to do the same now. Let them introduce the legislation, and if they want to consult the Local Governments again, let them do so. Sir, I therefore feel, that I am justified in asking Government to introduce this legislation, and I hope Government will respond to my appeal. I also appeal to those Members of this Assembly who are employers of labour. Let them not be short-sighted. Their industry will prosper even with free labour, and prosper, I think, much better. I appeal to the Members of this Assembly also, that they are here representatives of the masses of this country who are voiceless. Let them show by their vote to-day that they care for the masses and they look after the interests of the masses even if the masses are not represented in this Assembly.

With these words, Sir, I commend my Resolution for the support of this Assembly.

MR. B. S. KAMAT : Mr. President, I have listened to the speech of my Honourable friend, Mr. Joshi, with a great deal of attention and sympathy. I have often admired the indefatigable industry which he always shows in studying his questions, and I also claim that in very many of his activities. I have often joined him with the same amount of sympathy and the same outlook. But, Sir, if on the present occasion I differ from him, so far at any rate, as the first part of his Resolution is concerned, namely, the repeal of the Workmen's Breach of Contract Act, I would regard that as my misfortune. I would venture to place before this Assembly a few observations as the result of my experience, of something like 20 years as a humble employer of labour in certain branches.

Mr. Joshi has characterised this Act, XIII of 1859, as a most iniquitous piece of legislation on the part of the Government of India, and giving the history of this piece of legislation he told us, that the Government of India were led, or rather misled, into passing this Act at the instance of the Calcutta Trades Union in 1859. He has also characterised this piece of legislation as a class legislation, which he says is practically nothing but slavery—an Indian edition of the South African Indenture system. I regard these words as an overdrawn picture, which is practically nothing but a travesty of the actual state of affairs. It might have been very different if Mr. Joshi, instead of studying the problem on paper and from books, had seen very many officials and other people in the Public Works Department either in Calcutta or in other parts of India, and actually studied the problem on the spot, and had gone into the practical difficulties of those who have to organise labour and handle labour.

I believe the second fallacy into which my friend, Mr. Joshi, has fallen is this. He has visualised from his office room only one set of circumstances, only one set of labourers, in Assam or any other part of India and generalised from this. I would ask him to study the problem from the point of view of different industries and different kinds of labour which are necessary for carrying out large works of public utility. He referred, Sir, to the employers' profits. I am afraid I must say that he has been obsessed, as a student of labour questions, with only one idea, and that is, that every employer employs labourers with a view to exploiting them, with a view to profits and nothing else. As one who has taken part in the life of labourers, in their education and their social welfare, I can claim that I have done something for their amelioration; but, Sir, I think it my duty to place the other side of the picture before this House. Before coming to any conclusion, let me ask the House to take a typical case and then judge of all the charges which Mr. Joshi has thought fit to level at the employers of labour and also judge the picture he has drawn of the labourers. Just take the case, for instance of the building of this Chamber for the Indian Legislature. It is obvious that labourers had to be brought up here perhaps from different points of the compass. The contractors must have employed, for instance, plasterers from Delhi, brick-layers from Agra perhaps blacksmiths from other parts of the country, and painters, decorators, carpenters, and other classes of workers from elsewhere. The contractors had to complete the work by a certain date. It was to the interest of the public—it was not merely a question of profits—but it was a matter of public utility that the whole of this large job should be finished in time. Now, before the builder can bring up all these different kinds of labourers from different parts of the country to Simla, if Mr. Joshi goes and actually makes inquiries from contractors and builders, he will find, it is absolutely hopeless and impossible for any one to bring up a single workman up to Simla unless he makes cash advances to him. Those advances, let me assure him, are not made as a bonus in order that they may come here at cheaper rates, but those advances are made, and are demanded almost

at the point of the bayonet by workmen, simply because the men, want money in advance for their families which are left behind. It is common knowledge and I think my Honourable friend, Sir Sydney Crookshank, will corroborate me, that it is absolutely impossible for some of these contractors and employers of labour to bring up men to a distant place unless an advance in money is made not because they want to induce the labourers to accept their terms but because, as I say, provision has to be made for their families for a time.

Now, having come up here having received advances in cash, as well as having their other expenses paid, supposing all these men, plasterers, smiths, bricklayers, carpenters, etc., on some pretext, on some excuse or other, try to give the slip next morning, what remedy is there that the building for which they were brought up will be carried out at a particular date by the particular contractor? My friend Mr. Joshi suggests, that the only remedy ought to be a civil suit, and that there should be no class legislation for non-payment of labourer's debts.

But probably he does not know that most of these labourers come up here, not on any indenture, as he calls it, but under a simple agreement. They have nothing but their pots and pans with them. If you have to institute civil suits against 500 of these men, who want to run away after getting hard cash, I am afraid, you will have to file one civil suit for, say, Rs. 10 at Agra, a second for Rs. 5 at Delhi, a third at Calcutta, and so forth. And, in the meanwhile, the contractor has to leave this building unfinished which he has to complete by a certain date, and to run after 500 people, scattered in different parts of the country, in order to get the remedy of a civil suit, which again may take 12 months or more to get a decree and even then he will perhaps get no satisfaction, because the men who have run away have probably nothing but their pots and pans. Well, Sir, that is the real practical difficulty of the question. It is not a question of making profits, but a question of carrying out public works, railway works, railway embankments, canals by certain dates. If, therefore, this question is viewed from this point of view, I believe it is inevitable we should have some sort of hold on the labourers, who have no tangible property to lose, and who must be made amenable to some speedy law other than the ordinary Civil Law. I don't think the Government of India either when passing this legislation or in the year 1920, when after reconsidering the question they re-affirmed the principle of this legislation, overlooked the rights of the labourer. No, Sir, I go further. Mr. Joshi led the House to believe, that this piece of legislation is absolutely inhuman and iniquitous. Now those who have carefully gone over the various Sections of this Act will realise that the Government of India in passing this Act have put in sufficient safeguards of a very real character in order to protect the labourers. They are not entirely left to the mercy of the employer. The employer has to file a complaint before Magistrate. The Magistrate after going into the facts of the case, if he finds that there is a wilful and a negligent non-performance of the contract after actually receiving an advance of money from the

employer on the part of the labourer—if he is convinced about the fraudulent breach of contract he can give two options to the workman. He does not send him to jail forthwith in the first instance, but in exercise of the discretion and power under Section 2 (1), he directs the workman first to do the work for which he was paid, whatever it may be. If the workman fails to do that, there is a further Section which empowers the Magistrate to give further protection to the labourer, namely security for the money which he has already saved. I do not think that any man who has paid an advance of money should be a loser simply because he wants theoretically every labourer exempted from all criminal liability. In ancient times, we were told that a Brahmin, even when he committed a murder, was no murderer. In a similar way, Mr. Joshi is asking us to pass legislation which will exempt a labourer from punishment even when he commits a fraud. (Mr. Joshi was understood to protest.) At any rate that was the tenor of his remarks. I therefore think that the principle which Mr. Joshi has at heart is not right. Those who have to organise labour must have a remedy, a remedy which is at once handy and humane, and one which is surrounded with all necessary safeguards. Now this Act *has* all these safeguards. Further, there is a Section, Section 2-A, which empowers the Magistrate to find out if the employer has brought a vexatious or frivolous suit against the labourer, and if he finds that the whole claim is fraudulent on the part of the employer, then the Magistrate can fine the employer to the extent of Rs. 50. That sufficiently safeguards the interest of the labourer. I do not think therefore that Mr. Joshi is justified in characterising the whole of this Act of 1859, as outrageous, preposterous and leading to a species of slavery similar to the indenture system.

Under this Act, these workmen who are engaged are not certainly treated in the same manner as we have been told they are treated in South Africa. There is absolutely no question of coercing or torturing them; there is no question of compelling them to do any work of a particular kind in the same sense as indentured labourers are treated in South Africa and elsewhere. They are absolutely free to go anywhere they like; it only if they attempt fraudulently to evade performance of a contract for which they have received money and if they cannot give security, if they try in other words, to cheat their employer, then only they are brought under the scope of this Act. Considering all these points Sir, I do think that a repeal of this Act is not desirable and that the Assembly should not accept Mr. Joshi's proposition.

THE HONOURABLE SIR WILLIAM VINCENT: Sir, it is getting late, and I think it will suit the convenience of this Assembly if I intervene at this stage of the debate as such a course will save time; but before I address the Assembly on the subject of the Resolution, may I offer a word of explanation as to the reasons why Government put these Resolutions down on an official day. I do not think many Members will complain of this practice, because the Resolutions down for to-day both relate to matters of great importance in which I think we are

all interested. If Honourable Members think, that the present practice is not a reasonable one, then the rules may have to be altered. But, I believe, it is convenient for Government and for Members of the Assembly, in that it enables matters of great public importance to be brought forward before this Assembly at an early date, which otherwise might not be discussed at all. Further, if when non-official business is entered for discussion on official dates, Honourable Members are to have the option of balloting as to what Resolutions are to be brought forward, a possible result might be that Government would not give any official dates at all for non-official Resolution.

I will now try to explain as shortly as I can the attitude of Government towards the Resolution before the Assembly. The Honourable Member is quite right when he says, that for years this Act was not revised, although we had frequent reports on its working. But, in 1919, we invited opinions generally as to the necessity of amending or repealing it. I myself was rather keen on the question because I had come up against some cases of misuse of the Act. On an examination of the opinions we found that they were very divided on the queston of repeal, but the majority of opinions, I can safely say, including those of Local Governments were opposed to this course. The arguments used by those who favoured repeal were largely those advanced to-day it was said that the Act was an insult to the dignity of labour incompatible with modern ideas, that it gave the employers an undue advantage and would not be tolerated in Europe and so forth. Now these are all arguments of principle and theory of an irreproachable character. But there were, on the other hand, many who alleged, for reasons very similar to those given by Mr. Kamat, that the Act was necessary in the interest of the public, that it was essential for the carrying out of large engineering and industrial concerns, that it was not an Act penalising labour at all, but was merely intended to prevent rather than penalise and then only to prevent fraudulent breaches of contract. Another argument brought forward was that a measure of this kind was necessary particularly on large engineering works to prevent enticement of labourers by one employer from another and I believe, that on many large works this difficulty does arise; again, it was argued, as was suggested by Mr. Kamat, that a system of advances was in the present condition of things inevitable in this country, whatever be its merits or demerits, and that it was impossible to have a system of advances or to secure their recovery without some summary procedure such as is provided by the Act. In other words, to give a right of recovery by civil process of money advances from labourers of a certain class, was a remedy of no value at all, because the men have nothing from which the dues could be realised. I noticed the Honourable Mover suggested in one or two places, and I want to get rid of this point very early in the debate, that a racial question was involved in this discussion; I do not know whether this was done merely to create prejudice or not, but I can assure Members of this Assembly that the question is in no sense a racial one. It is simply and solely a question

between employer and employed; it affects Indian and European employers equally, nor is there any clear cut division between official and non-official opinion. If the opinions are examined, it will be found that while many officials are in favour of repeal, many are against it and the same remark applies to non-officials. The Honourable Member has cited opinions to support his case; I do not want to cite many, but I will cite a few out of many on the other side. He has chosen to cite European opinion. I will cite Indian. Here is an opinion from a gentleman, Mr. Chandra Dhan Barua from Assam: he says:

'I cannot support the Bill (*i.e.*, the Bill which only amended the old Act); it will greatly slacken the tie of the employee to the employer. The labourer is already better off under the existing Act and it is difficult to understand how it can be abused;'

he opposed, therefore, even the amendment of the original Act. Then again, I find that the Dev Samaj of Lahore, who, I am told, are a very religious body and presumably strict in advocating what is in principle right, support the view that the Act is necessary. Then, here is another gentleman who really knows a great deal about the matter, Rai Bahadur Ganga Ram, a retired Executive Engineer in the Punjab. He says, that the Act serves a most useful purpose in as much as it acts as a deterrent and has a wholesome effect and does not generally lead to many prosecutions, that the workmen generally kept to their contracts, and there was smooth feeling. These opinions are only a few out of many: Indeed, I think, that the Honourable Member must have had some difficulty in selecting opinions in his favour, as most of the opinions on record go exactly the other way.

Be that as it may, on receipt of these opinions, Government decided that it was not advisable or right at that moment to repeal the Act, and they amended it in material particulars, every amendment being made in the interests of labour and in order to prevent any kind of misuse or abuse of the Act. The application of the Act was restricted, discretion was given to the Magistrate to refuse to issue process in any case in which he thought this necessary; discretion was given to him to refuse to enforce any contract which he thought was unfair; he was authorised to award compensation in cases of vexatious or frivolous complaints, he was given discretion (the matter is not left to the employer as was suggested by the Mover) to decide whether the advance should be refunded or whether the contract should be fulfilled and he was also given power to order repayment of advances by instalments; in fact, in every possible way that we could think of, the interest of the labourer was safeguarded and so far as we know, the Act is now worked very fairly at present. We have had no complaints of its being unfair in its application, and I noticed the Honourable Member, while he talked about slavery and the demoralising effects of the Act, did not cite to this Assembly a single case in which the Act, since its amendment, has been improperly used. This is a practical point of great importance.

In these circumstances, the Government are in some difficulty. It is realised that there is a great deal of sympathy with the principle of complete repeal. Such an idea is in accordance with mordern feeling. It is in accordance with the practice in European countries. Indeed, I may say, that I am personally aware that many Members of Government feel very strongly on this point. On the other hand, we have the practical objections to repeal what I have explained and the fact that the last time when public opinion was consulted, we found that the majority of authorities were opposed to the course. It is only fair, in those circumstances, that the Government, before taking any such action as the Honourable Member desires, should, in the first place, consult those whose interests are likely to be prejudiced by the proposal. The Honourable Mover is of course a great champion of the working man. But, I think indeed his zeal though very commendable has to some extent carried him away in this debate. I know that he has spent a great part of his life in struggling to ameliorate the conditions of labour, and in that great work he has the support and sympathy of Government, and, I am sure, of the whole of this Assembly. But when he says that this Act results in something akin to slavery and talks of indentured labour, when he says that it penalises all breach of contract, then he is really letting his zeal runaway with him. Members have only to read the preamble of the Act to see that it is not intended and cannot be used to punish ordinary breaches of contract in the country but only to prevent fraudulent breach of contracts, and it cannot be said with any reason that it results in slavery or anything like it.

There was another matter in the Honourable Mover's speech to which I think this Assembly will not assent. And that was a remark from him; it was more a suggestion than as a definite allegation that Government was already on the side of the capitalist employer and that it had no sympathy with labour. I want to dispel that idea at once; I cannot really allow such a statement to go unchallenged for one moment, and I hope too I shall secure the support of this Assembly. What person who heard His Excellency's speech the other day on the welfare of labour can doubt for one moment that the Government have given this matter their very careful consideration, that they are taking every possible step to ameliorate the condition of labour generally in this country? I may refer to various legislative proposals now under consideration to illustrate this. For instance, the Factories Amendment Bill and the Mines Amendment Bill; then, again, proposals for Trades Union legislation and a measure for compensation to workmen in cases of accident, are under examination. Are not these facts some indication of the Government's solicitude for labour? Do the proposals indicate their sympathy for the rich man and that they have no regard at all for labour? Further, let us consider the activities of Local Governments. Is it not well known that His Excellency the Governor of Bombay and his Council are at this moment taking measures to improve the housing of labour? Is it not also well known that they have already expended a great amount of time, thought

and money on that project ? Is it not a fact that all the Local Governments as this moment are engaged in doing what is possible to promote the formation of Conciliation Boards ? Having regard to all these facts, I put it to this Assembly that it seems to me a little unjust to accuse Government of indifference to the welfare of labour. The danger really is of our going a little too fast in some directions, for instance in the matter of this Act. For what is applicable in one part of India is also not at all suitable in another part and different parts of India may require different legislation. Further, while we are making all these efforts to improve the condition of labour, there are many who think that unless we simultaneously make successful efforts to increase the capacity of the workers and create a higher standard of comfort which will lead to a desire to earn better wages by better work, we may very materially prejudice the whole industrial progress of this country. I should like the Assembly to examine this aspect of the case for one moment, and from that aspect to consider what the practical effect of the repeal of this Act would be. Again Honourable Members are aware, that Industries is now a transferred subject in charge of Ministers, and it seems to me, therefore, that they are entitled to be consulted before the Government take any action on the lines now proposed. I have already said that many officials are opposed to the Act, but,at the same time, an official Government must in a case of this kind tend to be somewhat conservative. A responsible Minister may be more liberal and progressive in his ideas, and in any case a responsible Government is entitled to be consulted before the Government of India gives such an undertaking as the Honourable Member wants. The position then really comes to this. There are arguments—largely arguments based on principle and theory for the repeal of this Act. On the other hand, there are practical objections to such a course which cannot be overlooked and there are points which those affected ought to be given an opportunity of weighing before the Government give any undertaking in this Assembly to repeal this law. Further, in any event, employers of labour ought to be given a reasonable opportunity to adjust themselves to new conditions. The attitude of Government and their conclusions are, therefore, these, that if the Resolution commends itself to the majority of this Assembly, or if the Honourable Member will accept what I say, the Government are prepared to adopt the view that the repeal of this law is desirable on general grounds of principle and if after consulting Local Governments and public opinion, it is found that there is a fairly general consensus of opinion in the country in favour of repeal, they will introduce a Bill to give effect to the principle in this Assembly. We will inquire how the law has worked, whether it is unfair, whether its retention is necessary, whether its repeal will materially affect the industrial progress of this country, and if the replies to these questions are reasonably favourable to repeal,—I shall be glad to place them before any Member of the House who likes to see them, then the Government will, within a reasonable time—say within eighteen months,—undertake legislation for the repeal of this law. Further than this, the Government cannot go to meet the Honourable Member.

RAI BAHADUR DEBI CHARAN BARUA : I beg to oppose the adoption of this Resolution on the following among other grounds :

Firstly : The Workmen's Breach of Contract Act No. XIII of 1859 has been rather giving more benefit to the labourer than to the employer. The chief ingredient of a contract is that the employer should give and the employee receive a certain amount in advance in consideration of the latter's having entered into the contract to perform a certain work. Without such an advance paid in cash the contract will be null and void. Not only in ordinary times but at this juncture of economic difficulties the availability of amounts by labourers in need counts for a good deal. And this advance, in the eye of civil law, is nothing but a loan ; and the labourer gets it without any interest. If the labourer should go to a money lender of his locality, the money lender would naturally refuse, it, as the labourer lacks credit. Even if the labourer should succeed in securing the loan from the *bania* or money lender by pledging some utensils, cattle or ornaments, interest at the rate of anna one to two per rupee per month is invariably charged, with the result that the things pledged are rarely redeemed. On the other hand in the case of advances received in a contract under Act XIII of 1859 the labourer is never required to concern himself with any thought of paying interest, but the principal, *viz.*, the advance itself, is automatically repaid if the labourer is an honest person and performs the contract as stipulated originally. Then even if the labourer should prove to be dishonest—and dishonesty is a thing which I hope the Honourable Members will not support—and the labourer fails to or does not deliberately perform the contract he is not punished at once. The remedy open to the employer is to lodge a complaint before a Magistrate of Police specially empowered in this behalf, and the points necessary to be established before him are, (1) that the contract was voluntarily entered into, (2) that the labourer received an advance in cash (it may be noted here that old debts would not do), and (3) that the labourer failed to perform the contracts without reasonable cause. Then if all these points are proved to the hilt, what does the Magistrate do ? Does he send the labourer to jail to perform still harder labour ? No. The labourer is ordered by the Magistrate to fulfil the term or task of his contract, and according to the Act his liability in the Criminal Court ends there except for the fact that even then if the labourer fails to fulfil the contract, he is liable to imprisonment extending up to three months, not for the breach of contract but for disobedience to the order of the Court or, in other words, contempt of Court.

Now, Sir, this is the long and short of the whole thing. And these facts I have stated from my experience of tea gardens in Assam, where coolies—whether imported or local, but mainly imported from some other provinces of India—would always press their employers for renewal of their contracts after expiry of their old contracts, chiefly in consideration of the advances which ordinarily vary from Rs. 8 to Rs. 36. Then, if the employer, for some reason or other, refuses to put them under contracts (and there are many a refusal to be seen),

the course such labourers would take is to go to another tea garden where the employer or the manager would put them under contracts by paying advances.

It may be asked with what object these coolies take the advances. The objects are manifold. Repayment of old debts with a view to redeem movables pledged, buying cattle for agricultural purposes, buying ornaments (which serves saving or hoarding of money for difficult times, for these labourers do not know banking), performing marriage ceremonies are the principal objects that may be mentioned.

I may here be permitted to state that fraud is very often practised by labourers in Assam tea gardens, for many of them run away from the garden after they have received the advances. These coolies, having had almost no properties except which they carry about them, the employers have no protection beyond the indirect punishment that may be awarded as stated above. If the Act is repealed, no employer will give advances, and the labourers themselves will be at a disadvantage.

Now, Sir, my humble submission in the aforesaid circumstances is, that the House, before coming to any decision on the Resolution put in by the Honourable Mover, may be pleased to ascertain by an inquiry or commission if the statement made by me above are correct or not, or whether the labourers themselves would like to have the Act repealed.

Secondly: As regards Sections 490 and 492 of the Indian Penal Code, there can be no justification to repeal them either. Naturally, the employers who spend so much money, in hundreds per head in the case of Assam garden coolies, should have some protection whenever the imported labour desert their services without just or reasonable cause.

Sir, at any rate, the Honourable the Mover has made out no case affecting the whole of India. No case of hardship on the score of this Act affecting the labourers of the tea gardens of Assam and Bengal can be shown authoritatively, and my submission is, that the Resolution is quite unwarranted as far as the tea gardens of Assam and Bengal are concerned. If some other parts of India are really affected by the Act and the provisions of Sections 490 and 492, let the local extent of the provisions of these laws be modified, leaving these tea gardens alone.

MR. MUHAMMAD YAMIN KHAN: Sir, I move that the question be now put.

MR. N. M. JOSHI: Sir, in view of the statement made by the Honourable the Home Member as regards the intentions of Government to the effect that they accept the principle of the repeal in the case of the Workmen's Breach of Contract Act, which may be done within 18 months, if possible within a shorter period, I do not wish to press my Resolution. As regards the second part of my Resolution, if

Government are prepared to accept the general principle of the repeal, and take public opinion and introduce legislation within 18 months, I do not mind withdrawing my Resolution.

MR. E. L. PRICE: Sir, I rise to a point of order. Do I understand that Mr. Joshi is striking a bargain with Sir William Vincent, and can we have no say in the matter?

THE HONOURABLE THE PRESIDENT: The Honourable Member (Mr. Joshi) quite properly rose to answer the appeal of the Home Member. If I understood him aright he desires leave to withdraw: and, in the circumstances, I do not think that the Honourable Member from Karachi is entitled to complain.

THE HONOURABLE SIR WILLIAM VINCENT: Sir, I have already explained what the views of the Government are on this matter. I must make it clear, however, that we have not given a definite undertaking to repeal these Acts within 18 months unless there is a general consensus of opinion that this is the proper course and I should have thought that Mr. Price could have had no objection to this proposal which involves consulting all those interested and which I put before the Assembly for the convience of Members. The Honourable Mover has referred to Sections 490 and 492 of the Indian Penal Code. I am afraid, I omitted by an oversight to deal with them. I am not prepared to give any such undertaking regarding these two Sections which stand on a very different footing from Act XIII, but Government are prepared to invite public opinion on these enactments in order to ascertain whether their repeal is necessary or advisable. I am personally glad that Mr. Joshi proposes to withdraw his Resolution because it is getting very late and I think that this course will avoid a great waste of time.

THE HONOURABLE THE PRESIDENT: Does the Honourable Member ask leave to withdraw?

MR. N. M. JOSHI: Yes, Sir, I ask leave to withdraw (Cries of 'No No') unconditionally.

THE HONOURABLE THE PRESIDENT: Order, order. The question is, that leave be given to the Honourable Member to withdraw his Resolution.

The Resolution was, by leave of the Assembly, withdrawn.

No. 96-36 of the 19th January 1922.

From Chamber to the Government of Bombay, (Home Department).

I have the honour to acknowledge receipt of your letter, No. 324-C. dated the 22nd November, 1921, received in this

office on 10th January, 1922, asking for the views of this Chamber in regard to the proposed repeal of the Workmen's Breach of Contract Act (XIII of 1859) and of Sections 490 and 492 of the Indian Penal Code.

In reply I am to state that my Committee are of opinion that the Act and the relevant Sections of the Penal Code are little invoked in Bombay and that their repeal would make little difference to the condition of labour in this Presidency.

On general grounds, however, my Committee are disposed to urge that if it is expedient to repeal the Act some provision should be made elsewhere for the summary recovery of advances made to labour in consideration of an undertaking to perform certain services.

In practice the existing law is only set on foot where the action of the labourer amounts to theft or fraud. A labourer who deserts his employer, in fact, defrauds him of the money advanced for his journey and outfit, by taking service with another master who will pay him full wages without deduction for these preliminary expenses.

The existing legislation was no doubt framed with a view to treating this action as fraudulent, and on an entirely different basis to the failure to pay a civil debt. My Committee consider this reasonable and equitable and see no reason why it should be impossible to provide for the summary treatment of such cases without incurring the odium of the phrases 'Indentured Labour' and 'Imprisonment for Civil Debt.'

APPENDIX I-6

PROPOSED WIDER STATUTORY DEFINITION OF BRITISH NATIONALITY.

Dated 1st June 1922.

From Association of British Chambers of Commerce, London, to Chamber.

I am desired by the President and Council of this Association to inform you that the following Resolution was

unanimously adopted at the Annual Meeting of the Association on the 5th April.

> "That this Association respectfully urges upon His Majesty's Government and upon the Governments of the British Dominions and India the desirability of agreement being arrived at with a view to facilitating the early amendment of the British Nationality and Status of Aliens (1914) Act so as to provide for the acquisition of British Nationality by persons of British descent of the second and subsequent generations born abroad subject to the conditions of registration at birth and renewal of registration as a British subject at majority, such amendment being in accordance with the terms of the Resolution adopted at a Conference of Overseas Representatives held under the Chairmanship of the Rt. Hon. Winston Churchill, M. P., at the Colonial Office, on the 18th July, 1921, when it was decided to recommend such proposals to the favourable consideration of the several Governments concerned."

This Resolution has been addressed to the High Commissioners of the British Dominions in London, the Secretary of State Home Office, Secretary of State, Colonial Office, and the Secretary of State for India with a request that the terms thereof might receive consideration.

I am to ask that your organization may give this matter your sympathetic consideration and that you may see fit to press the Resolution upon your Government.

I have no doubt you will be aware that there are many British traders situated in foreign countries throughout the world who are established there for the purpose of carrying on British trade by that I mean British trade generally and not merely the trade of the United Kingdom who are suffering grave injustices under the provisions of the existing British Nationality and Status of Aliens (1914) Act.

There are many cases where under the provisions of the Act as it stands at present children born to British fathers are no longer entitled to British nationality although they

may be brought up every way British in sympathy and in character and further there are cases where some children of the family are British and others born subsequently and coming under the present restrictions are natives of the country in which they were born. In other cases foreign states do not even claim these children as their own nationals.

I enclose herewith a short memorandum setting forth some points which may be of assistance to you in considering the matter.

Memorandum.

BRITISH NATIONALITY AND STATUS OF ALIENS (1914) ACT.

The question of the amendments desired in the above Act in order to remove hardships inflicted upon loyal British subjects established in foreign countries was fully discussed at the Conference of British Chambers of Commerce in foreign countries held under the auspices of the Association of British Chambers of Commerce in London on the 18th April, 1921.

Emphasis was laid upon the increased importance which the question of British status abroad had derived from the situation developed during the war when very many men of British descent came thousands of miles from foreign countries in which they had been born to fight under the colours of the Home country. It was also recalled that many others of these British abroad had desired to join up but had to remain at their respective posts in deference to the request of His Majesty's Government that they should do so in order that British commercial and other interests abroad should be maintained.

It is one of the injustices of the Act that the sons of these men, should they be of the third generation, are no longer entitled to British Nationality if born after the 1st January, 1915.

Before the present Act if a British subject went abroad his son and his grandson born abroad remained British subjects. Since the passing of the present Act only the son born abroad is a British subject and the grandson is not.

A particular case of hardship may be quoted. A Member of the British Commercial Community in Brazil, himself born in the Argentine Republic and whose father was born at Greenock in Scotland, married a lady who was born in England and five of their children, born before the year 1914, were duly registered at H.B.M.'s Consulate as British subjects. The sixth child born after the coming into force of the Act was refused British Nationality and the position arises of a

family typically British in every way where all but one of the children are British nationals and the remaining one is not. Under the Act application for the naturalisation of this child as a British subject could be made if and when the child was sent to England for the purpose of receiving a British education.

It is not always possible for reasons of health and other considerations for parents to send their children to be educated in the United Kingdom and furthermore such a provision can only be taken advantage of by those in prosperous circumstances.

It is known that His Majesty's Government are fully alive to the desirability of extending British Nationality as widely as possible to British subjects' descendants abroad and that they are most anxious to carry a liberal policy in this respect as far as possible. It is necessary however that the concurrence of the British Dominions should be obtained before any amendments can be made in the Act of 1914.

No. 1158/191 of the 13th July 1922.

From Chamber to Association of British Chambers of Commerce, London.

I am directed to acknowledge receipt of your circular letter, dated the 1st June, 1922, and its accompaniment, and to say that the same have been recorded.

No. 598/A.C. of the 10th August 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

I am directed to invite an expression of the opinion of your Chamber on the points raised in the marginally noted letter, of which a copy is attached hereto, with reference to the above subject.

Letter. dated the 1st June, 1922, from the Secretary, the Association of British Chambers of Commerce.

No. 1477/191 of the 25th August 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 598/A. C., dated the 10th August 1922, inviting the

opinion of this Chamber on the points raised in a letter you had received from the Secretary to the Association of British Chambers of Commerce on the subject of the British Nationality and Status of Aliens (1914) Act.

2. In reply I am to say that this Chamber had already received a copy of the above-mentioned letter direct and that the Committee merely replied that the letter had been recorded and I am to inform you that my Committee replied to that effect because, after due consideration, it seemed to them that from the point of view of British subjects, resident in India, the matter was of academic interest only, and not such as to call for any representation from this Chamber to Government.

No. 845/A. C. of the 2nd October 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The British Nationality & Status of Aliens (1914) *Act.*

I am directed to refer to my letter No. 598-A.C., dated the 10th August last, and to send you, for information, copy of a letter which has been addressed to the Government of India, Home Department, on the subject. A copy of the letter has also been sent, for information, to the Association of British Chambers of Commerce.

The replies received from members of this Association to the letter of 10th August showed that the majority were of opinion that the Association should take action in the matter, the minority consisting of the Bombay and the Bengal Chambers.

No. 828/A.C. of the 2nd October 1922.

From Associated Chambers of Commerce of India and Ceylon to the Government of India, Home Department.

The attention of this Association has been drawn to a resolution with reference to the British Nationality and Status of Aliens (1914) Act adopted at the annual meeting in April last of the Association

of British Chambers of Commerce. I enclose herewith a copy of the resolution, which, it will be seen, urged upon His Majesty's Government, and upon the Governments of the British Dominions and India, the desirability of agreement being arrived at with a view to facilitating the early amendment of the British Nationality and Status of Aliens (1914) Act so as to provide for the acquisition of British nationality by persons of British descent of the second and subsequent generations born abroad, subject to the conditions of registration at birth, and renewal of registration as a British subject at majority. And it is pointed out in the resolution that the proposed amendment is in accordance with the terms of the resolution adopted at a conference of overseas representatives held under the chairmanship of the Rt. Hon'ble Winston Churchill in July 1921, when it was decided to recommend the proposal to the favourable consideration of the Governments concerned.

2. The position, before the passing of the 1914 Act, was that, if a British subject went abroad, his son and his grandson born abroad remained British subjects. Under the Act only the son born abroad is a British subject; the grandson is not. The resolution proposes, it will be noted, that, subject to registration at birth and renewal of registration on majority, British nationality should be extended not only to the second and third generations, but to all subsequent generations born abroad.

3. The proposal has been very carefully considered by this Association. They understand that it has been brought to the notice of the Right Hon'ble the Secretary of State for India, and they desire to say that they sympathise with and support it. It seems to them that there must be many British traders in foreign countries whom the existing Act prejudices, by denying them British nationality owing to their having been born abroad, although in upbringing, environment and sympathies they are entirely British; and the Act is also responsible for the anomaly that some members of a family are of British nationality, having been born before the Act came into force, while others, born at a later date, have the nationality of the country in which they were born. The Association feel that the deciding factor ought to be the desire of the person himself and of his father. This can be expressed, in the case of the latter, by registration on the birth of his son and by the son on attaining majority.

4. The Association fully appreciate that, so far as India is concerned, the number of cases affected is likely to be small, but they do not think that this is a sufficient reason for refraining from action in the matter, and they trust that the Government of India will give their support to the movement for amending the 1914 Act. They understand that a Bill was recently introduced in Parliament to amend the Act, and they venture to express the hope that the Government of India will inform the Secretary of State that commercial opinion in this country supports the measure, and welcomes its introduction.

Copy of resolution of the Association of British Chambers of Commerce adopted at their Annual Meeting on the 5th April 1922.

"That this Association respectfully urges upon His Majesty's Government and upon the Governments of the British Dominions and India the desirability of agreement being arrived at with a view to facilitating the early amendment of the British Nationality and Status of Aliens (1914) Act so as to provide for the acquisition of British Nationality by persons of British decent of the second and subsequent generations born abroad subject to the conditions of registration at birth and renewal of registration as a British subject at majority, such amendment being in accordance with the terms of the Resolution adopted at a Conference of Overseas Representatives held under the Chairmanship of the Rt. Hon. Winston Churchill, M. P., at the Colonial Office, on the 18th July 1921, when it was decided to recommend such proposals to the favourable consideration of the several Governments concerned."

No. 860 /A.C. of the 7th October 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The British Nationality & Status of Aliens (1914) *Act.*

In continuation of my letter No. 845-A.C., dated the 2nd October, I send you herewith an extract from the *Gazette of India* of 30th September, from which you will notice that an Act amending the above Act has already been passed at home.

Extract from the Gazette of India, Part I, dated 30th September 1922.

BRITISH NATIONALITY AND STATUS OF ALIENS ACT, 1922. (12 & 13 GEO. 5 CH. 44.)

Chapter 44.

An Act to amend the British Nationality and Status of Aliens Acts, 1914 and 1918, as respects the acquisition of British Nationality by persons born out of His Majesty's dominions.

(*4th August*, 1922.)

Be it enacted by the King's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

Amendment of definition of natural born British subject.

1. Section one of the principal Act (which contains the definition of a natural born British subject) shall be amended as follows :—

(1) The following paragraph shall be substituted for paragraph (*b*) of sub-section (1) :—

(*b*) Any person born out of His Majesty's dominions whose father was, at the time of that person's birth, a British subject, and who fulfils any of the following conditions, that is to say, if either :—

(i) his father was born within His Majesty's allegiance ; or

(ii) his father was a person to whom a certificate of naturalization had been granted ; or

(iii) his father had become a British subject by reason of any annexation of territory; or

(iv) his father was at the time of that person's birth in the service of the Crown, or

(v) his birth was registered at a British consulate within one year or in special circumstances, with the consent of the Secretary of State, two years after its occurrence, or, in the case of a person born on or after the first day of January, nineteen hundred and fifteen, who would have been a British subject if born before that date, within twelve months after the first day of August, nineteen hundred and twenty-two and

(2) The following shall be inserted at the end of sub-section (1).

" Provided also that any person whose British nationality is conditional upon registration at a British Consulate shall cease to be a British subject unless within one year after he attains the age of twenty-one, or within such extended period as may be authorised in special cases by regulations made under this Act.

(i) he asserts his British nationality by a declaration of retention of British nationality, registered in such manner as may be prescribed by regulations made under this Act ; and

(ii) if he is a subject or citizen of a foreign country under the law of which he can, at the time of asserting his

British nationality, divest himself of the nationality of that foreign country by making a declaration of alienage or otherwise, he divests himself of such nationality accordingly."

Consequential amendment.

2. At the end of sub-section (1) of section twenty-seven of the principal Act, the following words shall be inserted:—

"The expression 'British Consulate' means the office of any British consular officer where a register of births is kept, and includes, in the case of any territory where there is no British Consulate and there is a British resident or other representative of His Majesty, the office of such resident or representative."

4 and 5 Geo. 3. 5 C. 17, 8. 7, 9 Geo. 5. C. 38.

(1) In this Act the expression 'the principal Act' means the British Nationality and Status of Aliens Act, 1914, as amended by the British Nationality and Status of Aliens Act, 1918.

Interpretation, short title, and printing.

(2) This Act may be cited as the British Nationality and Status of Aliens Act, 1922, and the principal Act, the British Nationality and Status of Aliens Act, 1918, and this Act may be cited together as the British Nationality and Status of Aliens Acts, 1914 to 1922.

(3) Every enactment and word which is directed by this Act, to be substituted for or added to any portion of the principal Act, shall form part of the principal Act in the place assigned to it by this Act, and the principal Act, and all Acts, including this Act, which refer thereto shall, after the commencement of this Act, be construed as if the said enactment or word had been enacted in the principal Act in the place so assigned, and where it is substituted for another enactment or word had been enacted in lieu of that enactment or word.

A copy of the principal Act, with the amendments whether by way of substitution, addition or omission, required by this Act, shall be prepared and certified by the Clerk of the Parliaments and deposited with the Rolls of Parliment, and His Majesty's printer shall print, in accordance with the copy so certified, all copies of the principal Acts, which are printed after the commencement of this Act.

(4) A reference in any enactment (whether passed before or after the passing of this Act), or in any document to the British Nationality and Status of Aliens Act, 1914, shall, unless the context otherwise requires, be construed to refer to that Act as amended by any enactment for the time being in force.

No. 1865/191 of the 13th October 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letters No. 845/A.C., and 860/A.C., dated the 2nd and 7th

October 1922, respectively, on the subject of the British Nationality and Status of Aliens (1914) Act, and to state that my Committee are glad to observe from the latter letter, that an amending Act has already been passed.

No. 896/A.C. of the 24th October 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The British Nationality & Status of Aliens (1914) Act.

In continuation of my letter No. 860/A.C., dated 7th October, I am directed to send you a copy of a letter, No. F. 1007, dated 18th October, from the Government of India, Home Department, in this connection.

Letter No. F-1007-Public of the 18th October 1922.

From the Government of India, Home Department, Simla, to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge the receipt of your letter No. 828-A.C., dated the 2nd October 1922, on the subject of amending the British Nationality and Status of Aliens Act, 1914, so as to provide for the acquisition of British Nationality by persons of British descent of the second and subsequent generations born out of his Majesty's Dominions.

2. The resolution which is supported by the Association of British Chambers of Commerce relates to the proposal to extend the application of the doctrine of *jus sanguinis* which was restricted by the British Nationality and Status of Aliens Act, 1914. I am to observe that His Majesty in Parliament has recently passed an Act amending the British Nationality and Status of Aliens Acts, 1914 and 1918. The amending Act, 12 and 13 Geo. 5 Chapter 44, which came into operation on the 4th August 1922, provides for the children of British subjects born abroad being registered and thus obtaining British nationality. The new Act will apply like the principal Act *proprio vigore* to British India.

No. 1958/191 of the 30th October 1922.

From Chamber to Associated Chambers of Commerce of India and Ceylon, Calcutta.

The British Nationality & Status of Aliens (1914) *Act.*

I am directed to acknowledge the receipt of your letter No. 896-A.C., dated the 24th instant, and its accompaniment, on the above subject and in reply to state that the correspondence has been noted and recorded.

No. 919/A.C. of the 14th November 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

British Nationality & Status of Aliens Act.

Adverting to my letter No. 896-A.C., dated 24th October, I append a copy of a further letter, dated 26th October, from the Association of British Chambers of Commerce in this connection.

Dated 26th October.

From Association of British Chambers of Commerce, London, to Associated Chambers of Commerce of India and Ceylon, Calcutta.

I beg to acknowledge with thanks receipt of your letter No. 829-A.C. of the 2nd October.

My Council will desire to express their thanks and appreciation for the action so kindly taken by your Association.

You will be glad to learn that the desired amending Act passed successfully through Parliament here and received Royal Assent.

This success is undoubtedly due in a very large measure to the efforts of British Chambers of Commerce and their Associations throughout the world.

APPENDIX I-7.

ENROLMENT OF WOMEN AS LEGAL PRACTITIONERS.

PROPOSED REMOVAL OF SEX DISQUALIFICATION.

No. F.-816-Judl. of the 17th February 1922.

From the Government of India (Home Department), Delhi, to Chamber.

Dr. H. S. Gour moved the following amendment to the resolution adopted in the Legislative Assembly on the 1st February 1922 regarding the removal of the sex disqualification of women in respect of the entry on the electoral roll for elections to the Legislative Assembly:—

"That the following be added at the end of the resolution:—

"And the Government be further pleased to remove the sex bar held to disqualify women from enrolment as legal practitioners in the Courts of this country."

Dr. Gour withdrew the amendment on an assurance being given to him on behalf of the Government that public opinion would be ascertained, and the local Governments and High Courts consulted on the question raised by his amendment. I am accordingly to request that the Government of India may be favoured with the views of your association on the subject as early as possible.

No. 380-87 of the 11th March 1922.

From the Chamber to the Government of India (Home Department), Delhi.

I am directed to acknowledge receipt of your letter No. F.-816 Judl., dated the 17th February 1922, upon the subject

of a proposal to remove the sex disqualification of women for enrolment as legal practitioners and in reply to state that my Committee have no views to submit with regard to the proposal in question.

APPENDIX J.

EXCISE COMMITTEE, BOMBAY.

No. L.C.—19-C of the 11th May 1922.

From the Government of Bombay (Revenue Department), to Chamber.

I am directed by the Government of Bombay (Transferred Departments) to forward a copy of their Press Note No. L.C.-19-C., dated 9th January 1922, regarding the appointment of a Committee to report in all their aspects on the questions of the drink and drug traffic in the Bombay Presidency and its total prohibition. A vacancy having occurred owing to the departure from India on leave of Mr. H. P. W. Macnaghten, Mr. F. Nelson was appointed as a member in his place, but owing to other engagements he has expressed his inability to serve on the Committee. I am therefore to request you to move your Chamber to suggest the name of a suitable gentleman for appointment on the Committee. A very early reply is requested as the Committee has already commenced its proceedings.

PRESS NOTE.

Appointment of a Committee to report in all their aspects on the questions of the drink and drug traffic in the Bombay Presidency and its total prohibition.

At the third session of the Legislative Council a resolution was moved by Dr. K. E. Dadachanji, M.L.C., recommending the appointment of a Committee to enquire into certain matters connected with

the excise policy of Government. The resolution as adopted by the Council at a meeting held on 3rd August 1921 runs as follows:—

"This Council recommends to Government to appoint a Committee to consider and report in all their aspects upon the questions of drink and drug traffic in this Presidency and its total prohibition."

2. The resolution has been accepted by Government, who have decided to appoint a Committee consisting of the following gentlemen:—

President.

Rao Bahadur G. K. Sathe, C.I.E., M.L.C.

Members.

H. P. W. Macnaghten, Esq., M.L.C.,

B. F. Madon, Esq.,

Jehangir B. Petit, Esq., M.L.C.,

Ambalal Sarabhai, Esq.,

The Revd. N. Macnicol.

Hooseinbhoy Abdoolabhoy Lalljee, Esq.,

Rao Saheb D. P. Desai, M.L.C.,

B. V. Jadhav, Esq., LL.B.,

Dr. S. W. Patil, L.M. & S.,

Jamshed N. R. Mehta, Esq.,

P. J. Mead, Esq., C.S.I., C.I.E., I.C.S., M.L.C., Chief Secretary to Government,

W. C. Shepherd, Esq., I.C.S., M.L.C., Commissioner of Customs, Salt and Excise.

3. The Committee will shortly commence its proceedings in Bombay.

No. 767–100 of the 17th May 1922.

From Chamber to the Government of Bombay (Revenue Department).

I am directed to acknowledge receipt of your letter No. L.C. 19–C, dated the 11th May 1922, and in reply to state

that while my Committee would have been pleased to consider the question of nominating a representative of the Chamber to serve upon the Excise Committee had they been invited to do so in the first instance, and before the Committee in question had commenced their activities, they feel that no good purpose would now be served by complying with your request, having regard to the fact that the proceedings of the Committee must be nearing completion.

No. L. C.—19-C. of the 12th August 1922.

From the Government of Bombay (Revenue Department), to Chamber.

Subject :—Appointment on the Excise Committee.

With reference to the correspondence ending with your letter No. 767–100, dated 17th May 1922, on the subject noted above, I am directed by the Government of Bombay (Transferred Departments) to state that the Excise Committee have held sittings in Bombay, Belgaum and Poona and examined witnesses at those places. Three important centres, *viz.*, Surat, Ahmedabad and Karachi, have yet to be visited, for the purpose of recording further evidence and the Committee's deliberations will continue till the end of the year. The appointment on the Committee at this stage of a representative of the European community will not therefore be too late. There is still much to be done and the presence and assistance of a European representative will be of great value especially when the drafting of the report is under consideration. It is understood that the President of the Committee is going to call a meeting of the members to discuss the evidence so far recorded and to determine the lines on which further evidence should be taken. The new member will thus have an opportunity of familiarising himself with the past proceedings. I am therefore to request you to move your Chamber to suggest the name of a suitable gentleman for appointment on the Committee. A very early reply is requested.

No. 1483-100 of the 25th August 1922.

From Chamber to the Government of Bombay (Revenue Department).

I have the honour, by direction of my Committee, to acknowledge receipt of your letter, No. L.C. 19-C., dated the 12th August 1922, requesting that this Chamber should suggest the name of a suitable gentleman for appointment on the Excise Committee now conducting an enquiry into the drink and drug traffic in the Bombay Presidency.

2. In reply I am to state that my Committee regret their inability to suggest the name of a suitable gentleman to serve on the Committee in question.

APPENDIX K-1.

TARIFF VALUATIONS.

GOVERNMENT OF INDIA.

DEPARTMENT OF COMMERCE.

NOTIFICATION.

CUSTOMS DUTIES.

Delhi, the 23rd December 1922.

No. 6705.—In exercise of the powers conferred by Section 3 of the Indian Tariff Act, 1894 (VIII of 1894), and in supersession of the Notifications of the Government of India in the Department of Commerce, No. 1798, dated the 1st April 1922, No. 1899, dated the 15th April 1922, and No. 3199, dated the 24th June 1922, the Governor General in Council is pleased to fix, with effect from the 1st January 1923, for the articles specified in column 2 of the schedules hereto annexed, the tariff values stated in column 4 of the said schedules.

D. T. CHADWICK,
Secretary to the Government of India.

SCHEDULE II.—IMPORT TARIFF.

Note.—In the expression "*ad valorem*" used in this schedule the reference is to "real value" as defined in section 30 of the Sea Customs Act, 1878 (VIII of 1878).

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco.		Rs a.	
	FISH.			
1	FISH, SALTED, wet or dry.	Indian md. of 82⅔ lbs. avoirdupois weight.	.....	Such rate or rates of duty not exceeding one rupee as the Governor General in Council may, by notification in the *Gazette of India*, from time to time prescribe.*
2	FISHMAWS, including singally and sozille and sharkfins.	.....	*Ad valorem*	15 per cent.
3	FISH, excluding salted fish (see No. 1).	.....	,,	15 ,,
	FRUITS AND VEGETABLES.			
4	FRUITS AND VEGETABLES, all sorts, fresh, dried, salted or preserved—			
	Almonds without shell	cwt.	72 0	15 per cent
	,, in the shell ...	,,	18 0	15 ,,
	,, (kagazi)—			
	Persian ...	,,	125 0	15 ,,
	,, European, including half-hard round almonds.	,,	35 0	15 ,,
	Cashew or cajoo kernels.	,,	25 0	15 ,,
	Cocoanuts, Straits and Dutch East Indies.	thousand.	135 0	15 ,,
	,, Maldives ...	,,	30 0	15 ,,
	,, other ,,	,,	60 0	15 ,,
	,, kernel (khopra).	cwt.	12 0	15 ,,

* The rate on 1st January 1923 and until further notice is annas 7½.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	I.—Food, Drink and Tobacco—*contd.*			
	FRUITS AND VEGETABLES—*contd.*			
	Currants	cwt.	35 0	15 per cent.
	Dates, dry, in bags ...	,,	9 0	15 ,,
	,, wet, in bags, baskets and bundles.	,,	7 0	15 ,,
	,, wet, in pots, boxes, tins, and crates.	,,	12 0	15 ,,
	Figs, Persian, dried ...	,,	14 0	15 ,,
	Garlic	,,	7 8	15 ,,
	Pistachio nuts	,,	90 0	15 ,,
	Raisins, Munakka, Persian Gulf.	,,	15 0	15 ,,
	,, other sorts ...	.....	*Ad valorem*	15 ,,
	All other sorts of fruits and vegetables, fresh, dried, salted or preserved.	.....	,,	15 ,,
	GRAIN, PULSE AND FLOUR.			
5	GRAIN AND PULSE, all sorts, including broken grain and pulse, but excluding flour (see No. 6).	.....	*Ad valorem*	2½ per cent.
6	FLOUR	...	,,	15 ,,
	LIQUORS.			Rs. a. p.
7	ALE, Beer, Porter, Cider and other fermented liquors.	Imperial gallon or 6 quart bottles.	.....	0 8 0
8	LIQUEURS, Cordials, Mixtures and other preparations containing spirit—			
	(*a*) Entered in such a manner as to indicate that the strength is not to be tested.	,,	.....	30 0 0

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco—*contd.*		Rs. a.	Rs. a. p.
	LIQUORS—*contd.*			
	(*b*) If tested	Imperial gallon or 6 quart bottles of the strength of London proof.	....	21 14 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
9	PERFUMED SPIRITS ...	Imperial gallon or 6 quart bottles.	.....	Rs. a. p. 36 0 0
10	SPIRIT, which has been rendered effectually and permanently unfit for human consumption.	.....	*Ad valorem*	7½ per cent.
11	All other sorts of SPIRIT.	Imperial gallon or 6 quart bottles of the strength of London proof.	.....	Rs. a. p. 21 14 0 and the duty to be increased or reduced in proportion as the strength of the spirit exceeds or is less than London proof.
12	WINES—			Rs. a. p
	Champagne and all other sparkling wines not containing more than 42 per cent. of proof spirit.	Imperial gallon or 6 quart bottles.	.....	9 0 0
	All other sorts of wines not containing more than 42 per cent. of proof spirit.	,,	.....	4 8 0
	Provided that all sparkling and still wines containing more than 42 per cent. of proof spirit shall be liable to duty at the rate applicable to "All other sorts of Spirit."			

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco—*contd.*		Rs. a.	
	PROVISIONS AND OILMAN'S STORES.			
13	VINEGAR, in casks ...	.....	*Ad valorem.*	2½ per cent.
14	PROVISIONS, OILMAN'S STORES, AND GROCERIES, all sorts, excluding Vinegar, in casks (see No. 13)—			
	Butter	lb.	2 4	15 ,,
	Cassava, Tapioca or Sago (whole).	cwt.	13 0	15 ,,
	Cassava, Tapioca or Sago (flour).	,,	12 0	15 ,,
	China preserves in syrup.	box of six large or twelve small jars.	10 0	15 ,,
	China preserves, dry, candied.	lb.	0 8	15 ,,
	China canned fruit ...	case of 4 doz.	17 0	15 ,,
	Cocum	cwt.	7 0	15 ,,
	Ghi	,,	50 0	15 ,,
	Milk—			
	concentrated, full cream.	case of 48 large or 96 small tins.	28 0	15 ,,
	concentrated skimmed.	,,	19 0	15 ,,
	other sorts including cream.	.....	*Ad valorem*	15 ,,
	Saffron, pure ...	lb.	85 0	15 ,,
	Vermicelli, flour, Chinese.	cwt.	32 0	15 ,,
	Vermicelli, peas, Chinese,	,,	40 0	15 ,,
	Vermicelli, rice, Chinese.	,,	17 0	15 ,,
	Vinegar not in casks.	.....	*Ad valorem*	15 ,,
	Yeast, Chinese ...	cwt.	30 0	15 ,,
	All other sorts of provisions, oilman's stores and groceries.	.....	*Ad valorem*	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco—*contd.*		Rs. a	
	SPICES.			
15	SPICES, all sorts—			
	Betelnuts, raw, whole, split or sliced, also red whole from Goa.	cwt.	14 0	15 per cent.
	Betelnuts, raw, whole, split or sliced, also red whole from Straits.	,,	13 0	15 ,,
	Betelnuts, boiled, split or sliced.	,,	17 8	15 ,,
	Betelnuts, whole, from Ceylon.	,,	14 0	15 ,,
	,, raw, split (sun-dried) from Ceylon	,,	25 0	15 ,,
	,, all other sorts.	.....	*Ad valorem.*	15 ,,
	Chillies, dry	cwt.	25 0	15 ,,
	Cloves	,,	65 0	15 ,,
	,, exhausted ...	,,	20 0	15 ,,
	,, stems and heads.	,,	9 0	15 ,,
	,, in seeds, narlavang.	,,	20 0	15 ,,
	Ginger, dry	,,	25 0	15 ,,
	Mace	lb.	0 12	15 ,,
	Nutmegs	,,	0 6	15 ,,
	,, in shell ...	,,	0 4	15 ,,
	Pepper, black ...	cwt.	26 0	15 ,,
	,, white ...	,,	60 0	15 ,,
	All other sorts of spices.	.....	*Ad valorem*	15 ,,
	SUGAR.			
16	CONFECTIONERY	.....	*Ad valorem.*	30 per cent.
17	SUGAR, all sorts, including Molasses and Saccharine produce of all sorts, but excluding confectionery (see No. 16)—			
	Sugar, crystallised, and soft, not inferior to 8 Dutch standard—			
	From Java, 23 Dutch standard and above.	cwt.	16 4	25 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	I.—Food, Drink and Tobacco—*contd.*		Rs. a.	
	SUGAR—*contd.*			
	From Java, 16 to 22 Dutch standard.	cwt.	14 4	25 per cent.
	From Java 15 Dutch standard and under.	,,	13 12	25 ,,
	From Japan or Formosa.	,,	18 4	25 ,,
	Refund in China including Hongkong.	,,	18 4	25 ,,
	From Egypt ...	,,	17 4	25 ,,
	,, Mauritius ...	,,	14 12	25 ,,
	Cane, from other countries.	,,	14 12	25 ,,
	Sugar, crystallised, beet.	,,	16 4	25 ,,
	Molasses	,,	4 0	25 ,,
	Sugar, all other sorts, including saccharine produce of all kinds.	.....	*Ad valorem.*	25 ,,
	Sugar Candy	cwt.	25 0	25 ,,
	TEA.			
18	TEA—			
	Tea, black	lb.	0 10	15 per cent.
	,, green	,,	0 12	15 ,,
	OTHER FOOD AND DRINK.			
19	COFFEE	cwt.	38 0	15 per cent.
20	HOPS	.....	.....	Free.
21	SALT, excluding Salt exempted under No. 22.	Indian maund of $82\frac{2}{7}$ lbs. avoirdupois weight.	.....	The rate at which excise duty is for the time being leviable on salt manufactured in the place where the import takes place.*

* The rate of excise duty on 1st January 1923 and until further notice is Rs. 1-4-0

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	I.—Food, Drink and Tobacco—*concld.*			
	OTHER FOOD AND DRINK—*contd.*			
22	SALT imported into British India and issued, in accordance with rules made with the previous sanction of the Governor-General in Council, for use in any process of manufacture; also salt imported into the port of Calcutta and issued with the sanction of the Government of Bengal to manufacturers of glazed stoneware; also salt imported into any port in the provinces of Bengal and Bihar and Orissa and issued, in accordance with rules made with the previous sanction of the Governor-General in Council, for use in curing fish in those provinces.	.....	.....	Free.
23	ALL OTHER SORTS OF FOOD AND DRINK not otherwise specified.	.....	*Ad valorem.*	15 per cent.
	TOBACCO.			Rs. a.
24	TOBACCO, unmanufactured.	lb.	.....	1 0
25	CIGARS AND CIGARETTES.	.....	*Ad valorem.*	75 per cent.
26	All other sorts of TOBACCO manufactured.	lb.	.....	Rs. a. 2 4

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	Rs. a.
	II.—Raw materials and produce and articles mainly unmanufactured.			
27	COAL, COKE AND PATENT FUEL.	ton	.....	0 8
	GUMS, RESINS AND LAC.			
28	GUMS, RESINS AND LAC, all sorts—			
	Gambier block ...	cwt.	27 0	15 per cent.
	„ cube ...	„	27 0	15 „
	„ other sorts.	.....	*Ad valorem.*	15 „
	Gum Ammoniac ...	cwt.	40 0	15 „
	„ Arabic	„	25 0	15 „
	„ Benjamin, ras...	„	25 0	15 „
	„ „ cowrie.	„	60 0	15 „
	„ Bysabol (coarse myrrh).	„	50 0	15 „
	„ Olibanum or frankincense.	„	15 0	15 „
	„ Persian (false).	„	12 0	15 „
	Myrrh	„	50 0	15 „
	Rosin	„	16 0	15 „
	All other sorts of gums, gum-resins, and articles made of gum or gum-resin.	„ ...	*Ad valorem.*	15 „
	HIDES AND SKINS, RAW.			
29	HIDES AND SKINS, raw or salted.	.....	.....	Free.
	METALLIC ORES, AND SCRAP IRON OR STEEL FOR RE-MANUFACTURE.			
30	IRON OR STEEL, old ...	cwt.	2 0	10 per cent.
31	METALLIC ORES, all sorts.	„	...	Free.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	II.—Raw materials and produce and articles mainly unmanufactured—*contd.*		Rs. a.	Rs. a. p.
	OILS.			
32	KEROSENE and MOTOR SPIRIT; also any mineral oil other than kerosene and motor spirit which has its flashing point below one hundred degrees of Fahrenheit's thermometer by Abel's close test.*	Imperial gallon.	.....	0 2 6
33	MINERAL OIL which has its flashing point at or above two hundred degrees of Fahrenheit's thermometer and is such as is not ordinarily used for any other purpose than for the batching of jute or other fibre, or for lubrication			
	Batching Oil... ...	ton	135 0	7½ per cent.
	Other sorts	.....	*Ad valorem.*	7½ ,,
33*a*	Mineral oil which has its flashing point at or above one hundred and fifty degrees of Fahrenheit's theremometer and is such as is not ordinarily used except as fuel or for some sanitary or hygienic purpose—			
	(*i*) imported in bulk.	ton	65 0	7½ ,,
	(*ii*) otherwise imported.	.....	*Ad valorem.*	7½ ,,

* Motor spirit is liable to an additional duty of six annas per gallon under Act. II of 1917 as amended by Act III of 1919.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	II.—Raw materials and produce and articles mainly unmanufactured—*contd.*		l. s. a.	
	OILS—*contd.*			
34	All sorts of animal, essential, mineral, and vegetable non-essential OILS not otherwise specified (see Nos. 32, 33 and 33*a*) :—			
	Cocoanut oil	cwt.	30 0	15 per cent.
	Linseed oil, raw and boiled.	gallon	4 8	15 ,,
	All other sorts of oil ...	.....	*Ad valorem.*	15 ,,
	SEEDS.			
35	OIL-SEEDS imported into British India by sea from the territories of any Prince or Chief in India.	.....	.....	Free.
36	SEEDS, all sorts, excluding oil-seeds specified in No. 35.	.....	*Ad valorem.*	15 per cent.
	TALLOW, STEARINE AND WAX.			
37	VEGETABLE WAX ...	cwt.	65 0	15 ,,
37*a*	TALLOW AND STEARINE, including grease and animal fat, and Wax of all sorts, not otherwise specified.	.....	*Ad valorem.*	15 ,,
	TEXTILE MATERIALS.			
38	COTTON, raw	.....	.....	Free.
39	WOOL, raw and Wool tops.	.....	.....	,,
40	TEXTILE MATERIALS, the following :—			
	Silk waste and raw silk including cocoons :—			
	Bokhara	lb.	10 0	15 per cent.
	Floss	.....	*Ad valorem.*	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	II.—Raw materials and produce and articles mainly unmanufactured—*contd.*		Rs. a.	
	TEXTILE MATERIALS —*contd.*			
	Raw silk—Yellow Shanghai, including re-reeled.	lb.	8 0	15 per cent
	Raw silk—Yellow from Indo-China, and places in China, other than Shanghai, including re-reeled.	,,	9 0	15 ,,
	Mathow	,,	6 0	15 ,,
	Panjam	,,	5 0	15 ,,
	Persian	,,	8 0	15 ,,
	Siam	,,	8 0	15 ,,
	White Shanghai, Thonkoon or Duppion.	,,	5 8	15 ,,
	White Shanghai, other kinds including re-reeled.	,,	8 8	15 ,,
	White other kinds of China, including re-reeled.	,,	10 0	15 ,,
	Waste and kachra ..	.....	*Ad valorem.*	15 ,,
	All other sorts, including cocoons.	.....	,,	15 ,,
	Raw hemp	cwt.	22 0	15 ,,
	Coir yarn	,,	11 0	15 ,,
	Raw Flax, Jute and all other unmanufactured textile materials not otherwise specified.	.....	*Ad valorem.*	15 ,,
	WOOD AND TIMBER.			
41	FIREWOOD	.....	*Ad valorem.*	2½ per cent.
42	WOOD AND TIMBER, all sorts, not otherwise specified, including all sorts of ornamental wood.	.....	,,	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	II.—Raw materials and produce and articles mainly unmanufactured—*contd.*		Rs. a.	
	MISCELLANEOUS.			
43	CANES AND RATTANS ...	.....	*Ad valorem.*	15 per cent.
44	COWRIES AND SHELLS—			
	Cowries, bazar, common.	cwt.	7 0	15 „
	„ yellow, superior quality.	„	8 0	15 „
	„ Maldive	„	11 0	15 „
	„ Sankhli	„	140 0	15 „
	Mother-of-pearl, nacre...	„	20 0	15 „
	Nakhla	„	135 0	15 „
	Tortoise-shell	lb.	7 0	15 „
	„ nakh ...	„	2 4	15 „
	All other sorts, including articles made of shell, not otherwise described.	.....	*Ad valorem.*	15 „
45	IVORY, unmanufactured—			
	Elephants' grinders ...	cwt.	300 0	15 „
	„ tusks (other than hollows, centres, and points), each exceeding 20 lbs. in weight, and hollows, centres, and points, each weighing 10 lbs. and over.	„	875 0	15 „
	Elephants' tusks (other than hollows, centres and points), not less than 10 lbs. and not exceeding 20 lbs. each, and hollows, centres, and points, each weighing less than 10 lbs.	„	700 0	15 „
	Elephants' tusks, each less than 10 lbs. (other than hollows, centres, and points).	„	450 0	15 „

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	II.—Raw materials and produce and articles mainly unmanufactured-*concld.*			
	MISCELLANEOUS-*contd*			
	Sea-cow or moye teeth, each not less than 4 lb.	cwt.	200 0	15 per cent.
	Sea-cow or moye teeth, each not less than 3 lb. and under 4 lb.	,,	165 0	15 ,,
	Sea-cow or moye teeth, each less than 3 lb.	,,	100 0	15 ,,
	All other sorts unmanufactured not otherwise specified.	.....	*Ad valorem.*	15 ,,
46	MANURES, all sorts, including animal bones and the following chemical manures:—basic slag, nitrate of ammonia, nitrate of soda, muriate of potash, sulphate of ammonia, sulphate of potash, kainit salts, nitrate of lime, calcium cyanamide, mineral phosphates and mineral superphosphates.	.....	.....	Free.
47	PRECIOUS STONES, unset and imported uncut, and PEARLS, unset.	.....	.....	Free.
48	PRECIOUS STONES, unset and imported cut.	.....	*Ad valorem*	15 per cent.
49	PULP OF WOOD, RAGS and other paper-making materials.	.....	.....	Free.
50	ALL OTHER RAW MATERIALS AND PRODUCE, and articles mainly unmanufactured, not otherwise specified.*	.....	*Ad valorem*	15 per cent.

* Under the Government of India Notification No. 4317, dated 2nd July 1921, unmanufactured mica is exempt from payment of import duty.

SCHEDULE II.—IMPORT TARIFF—*cont.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured.		Rs. a.	
	APPAREL.			
51	APPAREL, including drapery, boots and shoes, and military and other uniforms and accoutrements, but excluding uniforms and accoutrements exempted from duty (No. 52) and gold and silver thread (Nos. 89 and 91) and articles made of silk (No. 100).	.....	*Ad valorem*	15 per cent.
52	UNIFORMS AND ACCOUTREMENTS appertaining thereto, imported by a public servant for his personal use.	.....	.....	Free.
	ARMS, AMMUNITION AND MILITARY STORES.			
53	Subject to the exemptions specified in No. 56, ARMS, AMMUNITION AND MILITARY STORES, that is to say—		Rs. a.	
	(1) Firearms other than pistols, including gas and air-guns and rifles.	each.	.....	15 0
	(2) Barrels for the same, whether single or double.	„	.....	15 0
	(3) Pistols, including automatic pistols and revolvers.	„	.....	15 0 or 30 per cent. *ad valorem* whichever is higher.
	(4) Barrels for the same, whether single or double.	„	.....	15 0
	(5) Main springs and magazine springs for firearms, including gas-guns and rifles.	„	.....	5 0
	(6) Gun stocks and breech blocks.	„	.....	3 0

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	ARMS, AMMUNITION AND MILITARY STORES—*contd.*			
	(7) Revolver-cylinders,	each	.....	Rs. a. 2 0
	(8) Actions (including skeleton and waster), breech bolts and their heads, cocking pieces, and locks, for muzzle-loading arms.	"	.....	1 0 or 30 per cent. *ad valorem* whichever is higher.
	(9) Machines for making, loading or closing cartridges for rifled arms.	.....	*Ad valorem.*	30 per cent.
	(10) Machines for capping cartridges for rifled arms.	.....	"	30 "
54	GUNPOWDER for cannons, rifles, guns, pistols and sporting purposes.	.....	"	30 "
55	Subject to the exemptions specified in No. 56 all ARTICLES other than those specified in entry No. 53 which are ARMS OR PARTS OF ARMS within the meaning of the Indian Arms Act, 1878 (excluding springs used for airguns which are dutiable as hardware, under No. 70), all tools used for cleaning or putting together the same, all machines for making, loading, closing or capping cartridges for arms other than rifled arms and all other sorts of ammunition and military stores, and any	.....	"	30 "

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	ARMS, AMMUNITION AND MILITARY STORES—*contd.*			
	articles which the Governor-General in Council may, by notification in the *Gazette of India*, declare to be ammunition or military stores for the purposes of this Act.			
56	The following ARMS, AMMUNITION AND MILITARY STORES :—	.....	.....	Free.
	(*a*) Articles falling under the 5th, 6th, 8th, 9th or 10th item of No. 53 when they appertain to a firearm falling under the 1st or 3rd item and are fitted into the same case with such firearm ;			
	(*b*) Arms forming part of the regular equipment of a commissioned or gazetted officer in His Majesty's Service entitled to wear diplomatic, military, naval, Royal Air Force or police uniform ;			
	(*c*) A revolver and an automatic pistol and ammunition for such revolver and pistol up to a			

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	ARMS, AMMUNITION AND MILITARY STORES—*contd.*			
	maximum of 100 rounds per revolver or pistol, (*i*) when accompanying a commissioned officer of His Majesty's regular forces, or of the Indian Auxiliary Force or the Indian Territorial Force or a gazetted police officer, or (*ii*) certified by the commandant of the corps to which such officer belongs, or, in the case of an officer not attached to any corps, by the Officer Commanding the station or district in which such officer is serving, or in the case of a police officer, by an Inspector-General or Commissioner of Police, to be imported by the officer for the purpose of his equipment ;			
	(*d*) Swords for presentation as army or volunteer prizes ;			
	(*e*) Arms, ammunitions and military stores, imported with the			

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	ARMS, AMMUNITION AND MILITARY STORES—*contd.*			
	sanction of the Government of India for the use of any portion of the military forces of a State in India which may be maintained and organized for Imperial Service;			
	(*f*) Morris tubes and patent ammunition imported by officers commanding British and Indian regiments or volunteer corps for the instruction of their men.			
57	EXPLOSIVES, namely, blasting gunpowder, blasting gelatine, blasting dynamite, blasting roburite, blasting tonite, and all other sorts, including detonators and blasting fuse.	...	*Ad valorem.*	15 per cent.
	CARRIAGES AND CARTS.			
58	CARRIAGES AND CARTS, including tram cars, motor omnibuses, motor-lorries, motor-vans jinrikshas, bath-chairs, perambulators, trucks, wheel-barrows, and all other sorts of conveyances not otherwise specified, and such compo-	...	"	15

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	CARRIAGES AND CARTS—*contd.*			
	nent parts and accessories thereof as are not also adapted for use as parts or accessories of motor-cars, motor-cycles, motor scooters bicycles or tricyles (*see* No. 59)*.			
59	MOTOR-CARS, motor-cycles, motor-scooters, bicycles and tricycles and articles adapted for use as parts and accessories thereof : provided that such articles as are ordinarily also used for purposes other than as parts and accessories of motor-vehicles included in this item or in No 58 or of bicycles or tricycles shall be dutiable at the rate of duty specified for such articles.*	.....	*Ad valorem.*	30 per cent.
	CHEMICALS, DRUGS AND MEDICINES.			
60	ANTI-PLAGUE SERUM ...	.....	.....	Free.
61	COPPERAS, green—			
	(1) imported in bulk ..	cwt.	5 0	2½ per cent.
	(2) imported otherwise.	.....	*Ad valorem.*	2½ „
62	OPIUM and its alkaloids and their derivatives.	seer of 80 tolas.	.....	Rs. a. 24 0

* Under Government of India Notification No. 1776, dated 1st April 1922, bicycles and tricycles and articles adapted for use as parts and accessories thereof, are liable to duty at 15 per cent. provided that such articles are not ordinarily also used as parts and accessories of motor cars, motor cycles or motor scooters.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III—Articles wholly or mainly manufactured - *contd.*		Rs. a.	
	CHEMICALS, DRUGS AND MEDICINES--*contd.*			
63	QUININE and other alkaloids of cinchona.	.....	.....	Free.
64	CHEMICALS, DRUGS AND MEDICINES, all sorts not otherwise specified—			
	Alkali, Indian (sajjikhar)	cwt.	4 0	15 per cent.
	Alum (lump)	,,	12 0	15 ,,
	Ammonium chloride--			
	Muriate of Ammonia, crystalline.	,,	32 0	15 ,,
	Salammoniac, sublimed.	,,	48 0	15 ,,
	Other sorts, including compressed.	,,	44 0	15 ,,
	Arsenic (China mansil).	,,	85 0	15 ,,
	,, other sorts ...	.....	*Ad valorem.*	15 ,,
	Bleaching powder ...	cwt.	13 8	15 ,,
	Carbide of Calcium ...	,,	20 0	15 ,,
	Carbonate of Ammonia.	,,	40 0	15 ,,
	Peppermint crystals ...	lb.	19 0	15 ,,
	Silicate of soda... ...	cwt.	13 0	15 ,,
	Soda ash including calcined natural soda and manufactured sesqui-carbonates.	,,	7 0	15 ,,
	Soda bicarbonate ...	,,	10 8	15 ,,
	,, caustic, solid ...	,,	17 8	15 ,,
	,, ,, flake ...	,,	25 0	15 ,,
	,, ,, powdered	,,	26 0	15 ,,
	,, crystals (in bulk).	,,	7 8	15 ,,
	Sulphate of copper ...	,,	24 0	15 ,,
	Sulphur (brimstone), flowers...	,,	7 0	15 ,,
	,, ,, roll...	,,	8 0	15 ,,
	,, ,, rough...	,,	6 0	15 ,,
	Trona or natural soda, uncalcined.	,,	3 8	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Name of Articles.	Per	Tariff Valuation.	Duty.
			Rs a.	
	III.—Articles wholly or mainly manufactured—*contd.*			
	CHEMICALS, DRUGS AND MEDICINES—*contd.*			
	All other sorts of chemical products and preparations not otherwise specified.*	.....	*Ad valorem.*	15 per cent.
	Aloe-wood	.....	,,	15 ,,
	Asafœtida (hing) ...	cwt.	100 0	15 ,,
	,, coarse (hingra)	,,	35 0	15 ,,
	Atary, Persian ...	.....	*Ad valorem.*	15 ,,
	Banslochan (bamboo camphor).	lb.	0 8	15 ,,
	Calumba root	cwt.	10 0	15 ,,
	Camphor, refined, other than powder.	lb.	3 0	15 ,,
	Camphor powder, from Japan.	,,	2 4	15 ,,
	Camphor powder, from China including Hongkong.	,,	1 12	15 ,,
	Cassia lignea	cwt.	23 0	15 ,,
	China root (chobchini), rough.	,,	20 0	15 ,,
	China root (chobchini), scraped.	,,	30 0	15 ,,
	Cubebs	,,	155 0	15 ,,
	Galangal, China ...	,,	12 0	15 ,,
	Salep	,,	350 0	15 ,,
	Storax, liquid (rose mellos or salaras).	,,	50 0	15 ,,
	All other sorts of drugs, medicines and narcotics.	... ...	*Ad Valorem.*	15 ,,

* Under Government of India Notification No. 1796, dated 1st April 1922, urea is exempt from the payment of import duty.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS.			
65	The following AGRICULTURAL IMPLEMENTS, namely, winnowers, threshers, moving and reaping machines, binding machines, elevators, seed-crushers, chaffcutters, root-cutters, ensilage cutters, horse and bullock gears, ploughs, cultivators, scarifiers, harrows, clod-crushers, seed-drills, hay-tedders, and rakes; also agricultural tractors; also component parts of these implements or tractors, provided that they can be readily fitted into their proper places in the implements or tractors for which they are imported and that they cannot ordinarily be used for purposes unconnected with agriculture.	.....	.....	Free.
66	CLOCKS AND WATCHES, and parts thereof.	.....	*Ad valorem.*	30 per cent.
67	CUTLERY, excluding plated cutlery (*see* No. 69).	.....	„	15 „
68	The following DAIRY APPLIANCES, namely, cream separators, milk sterilizing or pasteurizing plant, milk ærating and cooling apparatus, churns, butter dryers, and butter workers;	.....	.....	Free.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS—*contd.* also componant parts of these appliances, provided that they can be readily fitted into their proper places in the appliances for which they are imported, and that they cannot ordinarily be used for, for other than dairy purposes.			
69	ARTICLES PLATED WITH GOLD AND SILVER.	.....	*Ad valorem*	30 per cent.
70	HARDWARE, IRONMONGERY AND TOOLS, all sorts, not otherwise specified.	.....	,,	15 ,,
71	INSTRUMENTS, APPARATUS, AND APPLIANCES, imported by a passenger as part of his personal baggage and in actual use by him in the exercise of his profession or calling.	.....	.....	Free.
72	MUSICAL INSTRUMENTS ...	.....	*Ad valorem*	30 per cent.
73	TELEGRAPHIC INSTRUMENTS AND APPARATUS, and parts thereof, imported by or under the orders of a railway company.	.....	,,	10 ,,
74	WATER LIFTS, SUGAR MILLS, OIL PRESSES, and parts thereof, when constructed so that they can be worked by manual or animal power.	.....	.....	Free.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	CUTLERY, HARDWARE, IMPLEMENTS AND INSTRUMENTS—*contd.*			
75	All other sorts of IMPLEMENTS, INSTRUMENTS, APPARATUS AND APPLIANCES, and parts thereof not otherwise specified.*	.....	*Ad valorem*	15 per cent.
	DYES AND COLOURS.			
76	DYEING AND TANNING SUBSTANCES, all sorts, AND PAINTS AND COLOURS and painters' materials, all sorts—			
	Alizarine dye, dry, not exceeding 40 percent.	lb.	1 17	15 per cent.
	Alizarine dye, dry, over 40 per cent. but not exceeding 50 per cent.	,,	2 0	15 ,,

* Under Government of India Notification No. 6302, dated the 5th November 1921, the following electrical instruments, apparatus and appliances are liable to duty at 2½ per cent *ad valorem*:—

1. Switchboards imported complete or in parts provided that the Collector of Customs is satisfied that they are for use on high pressure circuits.

Explanation.—The expression "high pressure" has the meaning assigned to it in the Indian Electricity Rules, 1911.

2. Oil switches and oil circuit breakers.
3. Motor starters and controllers of all types with their accessories and resistances, provided that the Collector of Customs is satisfied that they are for use with machinery and not for motor vehicles, tramcars, lifts or the like.
4. Regulators and rheostats of all types with their accessories and resistances, except regulators, for the fans (other than induced or forced draft fans) and resistances intended for purposes other than the control of machinery.
5. Transformers, with their accessories or parts, static converters and static condensers of 3 K. V. A. capacity or over.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	DYES AND COLOURS—*contd.*			
	Alizarine dye, dry, over 50 per cent. but not exceeding 60 per cent.	lb.	2 4	15 per cent.
	Alizarine dye, dry, over 60 per cent. but not exceeding 70 per cent.	,,	2 8	15 ,,
	Alizarine dye, dry, over 70 per cent. but not exceeding 80 per cent.	,,	2 12	15 ,,
	Alizarine dye, dry, over 80 per cent.	,,	3 4	15 ,,
	Alizarine dye, moist, not exceeding 10 per cent.	,,	0 6	15 ,,
	Alizarine dye, moist, over 10 per cent. and not exceeding 16 per cent.	,,	0 8	15 ,,
	Alizarine dye, moist, over 16 per cent. and not exceeding 20 per cent.	,,	0 10	15 ,,
	Alizarine dye, moist, exceeding 20 per cent.	,,	1 8	15 ,,
	Aniline dye, moist ...	,,	2 4	15 ,,
	Aniline dyes, black, of sulphur series.	,,	1 0	15 ,,
	Aniline dyes, congo red.	,,	1 4	15 ,,
	All other aniline dyes, dry.	,,	2 6	15 ,,
	Aniline salts	.....	*Ad valorem.*	15 ,,
	Avar bark	cwt.	4 8	15 ,,
	Cochineal	lb.	0 14	15 ,,
	Gallnuts (myrabolams)..	.....	*Ad valorem.*	15 ,,
	Gallnuts Persian ...	cwt.	35 0	15 ,,
	Gamboge	lb.	2 0	15 ,,
	All other sorts of dyeing and tanning materials.	.....	*Ad valorem.*	15 ,,
	Lead, red, dry	cwt.	27 0	15 ,,
	Lead white, dry ...	,,	42 0	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	DYES AND COLOURS—*contd.*			
	Ochre, other than European, all colours.	cwt.	2 0	15 per cent.
	Turpentine	Imperial gallon.	8 0	15 „
	Vermilion, Canton ...	box of 90 bundles.	200 0	15 „
	Zinc, white, dry ...	cwt.	50 0	15 „
	All other sorts of paints, colours and painters' materials not otherwise specified, including glue and putty.	.....	*Ad valorem.*	15 „
	FURNITURE, CABINETWARE AND MANUFACTURES OF WOOD.			
77	FURNITURE, CABINETWARE, and all other manufactures of wood not otherwise specified.	.....	*Ad valorem.*	15
	GLASSWARE AND EARTHENWARE.			
78	GLASS AND GLASSWARE, lacquered ware, earthenware, China and porcelain; all sorts, except glass bangles, beads, and false pearls and ærated water bottles (Codd's pattern) (*see* Nos. 78*a* and 79).	.....	*Ad valorem*	15
78*a*	Aerated water bottles (Codd's pattern)—			
	8 ozs. and under ...	gross.	45 0	15 „
	Over 8 ozs.	„	55 0	15 „
79	GLASS BEADS AND FALSE PEARLS.	.....	*Ad valorem.*	30 „

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a. p.	
	GLASSWARE AND EARTHENWARE—*contd.*			
	GLASS BANGLES—			
	China—			
	Nimuchi	100 pairs	2 0 0	30 per cent.
	Bracelet Jadi and pasalal.	,,	3 8 0	30 ,,
	Fancy	,,	4 0 0	30 ,,
	Rajawarakh—			
	(*a*) Jada	,,	9 0 0	30 ,,
	(*b*) Barik	,,	6 0 0	30 ,,
	(*c*) Patli	,,	11 0 0	30 ,,
	Japan—			
	Reshmi, plain and fancy, all colours, including vakmel.	dozen pairs	0 2 0	30 ,,
	Sonerikada (golbala)	,,	0 4 0	30 ,,
	European—			
	Common, plain colours, excluding garnet, amber, lavender and ruby.	,,	0 6 6	30 ,,
	Common, plain colours, amber, lavender and ruby.	,,	0 9 0	30 ,,
	Common, plain colours, garnet.	,,	1 6 0	30 ,,
	Gilt and fancy, all sizes including Kerihira, Chandtera, Salmadar, "8" flower and Momachi.	,,	2 0 0	30 ,,
	Pasaful and machine polished tin, including patli flowered.	,,	1 2 0	30 ,,
	Fancy round ring flowered.	,,	0 14 0	30 ,,
	Common mirror bangles including chasma.	,,	1 0 0	30 ,,
	All other kinds ...	,, ...	*Ad valorem*	30 ,,

SCHEDULE II—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	HIDES, SKINS AND LEATHER.			
80	HIDES AND SKINS not otherwise specified, LEATHER AND LEATHER MANUFACTURES, all sorts, not otherwise specified.	.....	*Ad valorem*	15 per cent.
	MACHINERY.			
81	MACHINERY, namely, prime-movers and component parts thereof, including boilers and component parts thereof; also including locomotive and portable engines, steam-rollers, fire-engines, motor tractors designed for purposes other than agriculture and other machines in which the prime-mover is not separable from the operative parts.	.....	,,	2½ ,,
	MACHINERY (and component parts thereof), meaning machines or sets of machines to be worked by electric, steam, water, fire or other power not being manual or animal labour, or which, before being brought into use, require to be fixed with reference to other moving parts; and including belting of all materials for driving machinery.	.....	,,	2½ ,,

SCHEDULE II—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	MACHINERY—*contd.*			
	Provided that the term does not include tools and implements to be worked by manual or animal labour, and provided also that only such articles shall be admitted as component parts of machinery as are indispensable for the working of the machinery and are, owing to their shape or to other special quality, not adapted for any other purpose.			
	Note.—This entry includes machinery and component parts thereof made of substances other than metal.			
82	MACHINERY and component parts thereof, meaning machines or parts of machines to be worked by manual or animal labour, not otherwise specified (*see* Nos. 65, 68, and 74).	.....	*Ad valorem*	15 per cent.
	METALS, IRON AND STEEL.			
83	IRON—			
	ANGLE—			
	Angle and T, not fabricated—			
	Crown and superior qualities.	ton.	230 0	10 »
	Other kinds ...	» »	180 0	10 »

SCHEDULE II—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, IRON AND STEEL—*contd.*			
	IRON—*contd.*			
	Other kinds if galvanised, tinned, or lead coated.	ton.	230 0	10 per cent.
	Angle and T, fabricated.	.....	*Ad valorem*	10 ,,
	BAR, ROD AND CHANNEL, including channel for carriages—			
	Bar, qualities superior to Grade A of the British Engineering Standard Association.	ton.	400 0	10 ,,
	Bar, Grade A of the British Engineering Standard Association and Crown quality and intermediate qualities—			
	Over ½ inch in diameter or thickness.	,,	230 0	10 ,,
	½ inch and under in diameter or thickness.	,,	260 0	10 ,,
	Bar, common ..	,,	180 0	10 ,,
	Bar, common if galvanised, tinned, or load coated.	,,	220 0	10 ,,
	Channel, including channel for carriages.	,,	200 0	10 ,,
	All other sorts ...	.....	*Ad valorem*	10 ,,
	PIG	ton.	95 0	10 ,,
	RICE BOWLS	cwt.	27 0	10 ,,
84	IRON OR STEEL—			
	ANCHORS AND CABLES.	.....	*Ad valorem*	10 ,,
	BEAMS, Joints, pillars, girders, screw-piles, bridge work and other descriptions of iron	.....	,,	10 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
			Rs. a.	
	III.—Articles wholly or mainly manufactured—*contd.*			
	METALS, IRON AND STEEL—*contd.*			
	IRON OR STEEL—*contd.*			
	or steel imported exclusively for building purposes; including also ridging, guttering and continuous roofing.			
	BOLTS and nuts, including hook, bolts and nuts for roofing.	.....	*Ad valorem*	10 per cent.
	HOOPS AND STRIPS—			
	Hoops, Crown and superior qualities.	ton.	265 0	10 „
	Hoops, other kinds ...	„	220 0	10 „
	Hoops, other kinds if galvanized, tinned, planished, lead coated or aluminium coated	„	275 0	10 „
	Strips, Crown and superior qualities.	„	265 0	10 „
	Strips, other kinds ...	„	220 0	10 „
	Strips, other kinds if galvanised tinned planished, lead coated, or aluminium coated.	„	275 0	10 „
	NAILS, RIVETS AND WASHERS, all sorts—			
	Nails, wire or French.	cwt.	14 0	10 „
	Nails, rose, deck, and flat headed.	„	20 0	10 „
	Nails, other kinds, including galvanised, tinned or lead coated and panel pins and tacks.	„	35 0	10 „
	Rivets, black ...	„	16 0	10 „
	„ other sorts ...	„	22 0	10 „

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, IRON AND STEEL—*contd.*			
	IRON OR STEEL—*contd.*			
	Washers, galvanised, nickel plated, tinned or lead coated and dome-shaped, spring or locking washers.	.....	*Ad valorem.*	10 per cent.
	Washers, other sorts...	cwt.	22 0	10 ,,
	PIPES AND TUBES, and fittings therefor, such as bends, boots, elbows, tees, sockets, flanges and the like.	.....	*Ad valorem*	10 ,,
	RAILS, CHAIRS, sleepers, bearing and fish plates, spikes (commonly known as dog spikes) switches, and crossings, other than those described in No. 95, also lever boxes, clips, and tiebars.	.....	,,	10 ,,
	SHEETS AND PLATES, not fabricated, all sorts, excluding discs, circles and expended metal sheets which are dutiable under No. 86—			
	Plates, boiler, firebox and special qualities above $\frac{1}{8}$ inch in thickness.	ton.	375 0	10 ,,
	Sheets $\frac{1}{8}$ inch and under in thickness annealed, which have been either cold-rolled, smoothed (including planished), pickled, or cleaned by acid or other material or process.	,,	250 0	10 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, IRON AND STEEL—*contd.*			
	IRON OR STEEL—*contd.* SHEETS AND PLATES—*contd.*			
	Sheets, corrugated, galvanised or black up to and including 26 Gauge.	ton.	2 0 0	10 per cent.
	Sheets, corrugated galvanized or black above 26 Gauge.	,,	375 0	10 ,,
	Sheet and plate cuttings.	,,	140 0	10 ,,
	Tin plates	,,	400 0	10 ,,
	,, cuttings ...	... ..	*Ad valorem*	10 ,,
	Sheets, other kinds, black, up to and including ⅛ inch in thickness.	ton.	175 0	10 ,,
	Plates, ship, tank, bridge and common above ¼ inch in thickness.	,,	150 0	10 ,,
	Sheets, other kinds if galvanised, tinned, lead coated, or aluminium coated, up to and including 26 Gauge, also chequered and galvanised plates.	,,	350 0	10 ,,
	Sheets, other kinds, if galvanised, tinned, lead coated or aluminium coated above 26 Gauge including tin taggers.	,,	425 0	10 ,,
	SHEETS and PLATES, fabricated, all sorts, excluding discs, circles and expanded metal sheets which are dutiable under No. 88.	.....	*Ad valorem*	10 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, IRON AND STEEL—*contd.*			
	IRON OR STEEL—*contd.*			
	WIRE, including fencing wire, piano-wire, and wire-rope, but excluding wire-netting which is dutiable under No. 86.	.....	*Ad valorem*	10 per cent.
85	STEEL—			
	ANGLE—			
	Angle, and T, not fabricated, if galvanized, tinned or lead coated.	ton.	190 0	10 ,,
	All other sorts ...	,,	130 0	10 ,,
	Angle and T, fabricated.	.....	*Ad valorem*	10 ,,
	BAR, ROD AND CHANNEL including channel for carriages—			
	Bar, Swedish and similar qualities.	ton.	250 0	10 ,,
	Bar, common merchant over ½ inch in diameter.	,,	130 0	10 ,,
	Bar, common merchant nail-rod, round, and square, ½ inch in diameter and under.	,,	150 0	10 ,,
	Bar, galvanised, tinned, planished, polished, or lead coated.	,,	190 0	10 ,,
	Bar, crucible, cast steel (tool steel) including— (*a*) High speed. (*b*) Carbon steel.	.....	*Ad valorem*	10 ,,
	Bar, high tensile steel.	.....	,,	10 ,,
	Channel, including channel for carriages.	ton.	160 0	10 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, IRON AND STEEL—*contd.*			
85	STEEL—*contd.*			
	All other sorts, including faggot steel.	.....	*Ad valorem*	10 per cent.
	CAST, including spring blistered and tub steel.	.....	,,	10 ,,
	INGOTS, BLOOMS, BILLETS AND SLABS.	.....	,,	10 ,,
86	All sorts of IRON AND STEEL and manufactures thereof, not otherwise specified—			
	Iron or steel cans or drums, when imported containing kerosene and motor spirit which is separately assessed to duty under No. 32, namely :—			
	Cans, tinned, of four gallons capacity.	can.	0 6	15 ,,
	Cans, or drums, not tinned, of two gallons capacity—			
	(*a*) with faucet caps	can or drum	1 8	15 ,,
	(*b*) ordinary ...	,,	0 4	15 ,,
	Drums or four gallons capacity—			
	(*a*) with faucet caps.	drum.	2 4	15 ,,
	(*b*) ordinary ...	,,	2 0	15 ,,
	Iron or steel cans or drums, other sorts.	.....	*Ad valorem*	15 ,,
	Iron or steel, all other sorts, including discs or circles, wire-netting and expended metal sheets.	.....	,,	15 ,,

SCHEDULE II.—IMPORTS TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, OTHER THAN IRON AND STEEL.			
87	CURRENT NICKEL, BRONZE, AND COPPER COIN of the Government of India.	.....	... ..	Free.
88	GOLD AND SILVER BULLION and coin.	.....	.....	,,
89	GOLD PLATE, GOLD THREAD and WIRE, and GOLD MANUFACTURED, all sorts.	.....	*Ad valorem*	30 per cent.
90	LEAD, sheets, for tea-chests.	.....	,,	2½ ,,
91	SILVER PLATE, SILVER THREAD and WIRE, and SILVER MANUFACTURES all sorts.	.....	,,	30 ,,
92	ALL SORTS OF METALS OTHER THAN IRON AND STEEL, and manufactures thereof, not otherwise specified—			
	Aluminium circles ..	lb.	0 15	15 ,,
	,, sheets ..	,,	0 14	15 ,,
	Brass, patent or yellow metal, sheets and sheathing, weighing 1 lb. or above per square foot, and braziers, and plates.	cwt.	65 0	15 ,,
	Brass, patent or yellow metal (including gun metal) ingots.	,,	32 0	15 ,,
	Brass, patent or yellow metal (old).	,,	30 0	15 ,,
	Brass, sheets, flat or in rolls, and sheathing weighing less than 1 lb. per square foot.	.....	*Ad valorem*	15 ,,
	Brass wire	.....	,,	15 ,,
	Brass, all other sorts ..	.....	,,	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	METALS, OTHER THAN IRON AND STEEL—*contd.*			
	Copper bolt and bar, rolled	.....	*Ad valorem*	15 per cent.
	Copper braziers, sheets, plate and sheathing.	cwt.	72 0	15 ,,
	Copper sheets, planished	.....	*Ad valorem*	15 ,,
	Copper nails and composition nails.	... ..	,,	15 ,,
	Copper, old	cwt.	36 0	15 ,,
	Copper pigs, tiles, ingots, cakes, bricks and slabs.	,,	55 0	15 ,,
	Copper, China, white, copperware.	lb.	3 0	15 ,,
	Copper foil or dank-pana, plain, white, 10 to 11 in. × 4 to 5 in.	hundred leaves.	2 4	15 ,,
	Copper foil or dank-pana, plain, coloured, 10 to 11 in. × 4 to 5 in.	,,	2 12	15 ,,
	Copper wire including phosphor-bronze.	...	*Ad valorem*	15 ,,
	Copper, all other sorts, unmanufactured and manufactured, except current coin of the Government of India, which is free.	.....	,,	15 ,,
	German silver	.....	,,	15 ,,
	Lead, pig	cwt.	18 0	15 ,,
	Lead, all sorts (except sheets for tea chests and pig).	.....	*Ad valorem*	15 ,,
	Quicksilver	lb.	2 4	15 ,,
	Tin block	cwt.	125 0	15 ,,
	Tin foil, and other sorts.	.....	*Ad valorem*	15 ,,
	Zinc or spelter, tiles, slabs or plates, hard or soft.	cwt.	25 0	15 ,,
	Zinc or spelter, all other sorts, including boiler tiles and sheets	... ..	*Ad valorem*	15 ,,
	All other sorts of metals, and manufactures thereof.	.....	,,	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	PAPER, PASTE-BOARD AND STATIONERY.			
93	TRADE CATALOGUES AND ADVERTISING CIRCULARS imported by packet, book, or parcel post.	...	.....	Free.
94	PAPER AND ARTICLES MADE OF PAPER AND PAPIER MACHE, PASTE-BOARD, MILLBOARD, AND CARDBOARD, all sorts, and STATIONERY, including ruled or printed forms and account and manuscript books, drawing and copybooks, labels, advertising circulars, sheet or card almanacs and calendars, Christmas, Easter and other cards, including cards in booklet form; including also waste-paper and old newspapers for packing except old newspapers in bales, and bags, but excluding trade catalogues and advertising circulars imported by packet, book, or parcel post (*see* No. 93) and also excluding the descriptions given below :—	...	*Ad valorem*	15 per cent.
			Rs. a. p.	
	Old newspapers in bales and bags.	cwt.	8 8 0	15 ,,
	News printing paper ...	lb.	0 3 3	15 ,,
	Printing paper—			
	Flints	,,	0 14 0	15 ,,
	Real Art	,,	0 9 0	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a. p.	
	PAPER, PASTEBOARD AND STATIONERY —*contd.*			
	Imitation Art, machine finish super calendered, ivory finish, account book (printing), antique, stereo, litho, poster, cartridge, cover paper and machine glazed pressings.	lb.	0 6 0	15 per cent.
	Other sorts, including coated papers.	.....	*Ad valorem*	15 ,,
	Packing and wrapping papers—			
	Nature brown, Manilla machine-glazed and unglazed sulphite envelope, kraft and imitation kraft.	lb.	0 4 0	15 ,,
	Tissues, white and coloured.	,,	0 9 0	15 ,,
	Writing paper—			
	Bond, bank, loan, cream laid and wove and also white and coloured, glazed and unglazed.	,,	0 9 0	15 ,,
	Other sorts including handmade.	.....	*Ad valorem*	15 ,,
	Straw boards	cwt.	14 8 0	15 ,,
	RAILWAY PLANT AND ROLLING STOCK.			
95	RAILWAY MATERIALS for permanent-way and rolling stock, namely, cylinders, girders, and other material for bridges, rails, sleepers, bearing and fish-plates, fish-bolts, chairs, spikes, crossings, sleeper fastenings, switches, interlocking apparatus,	.....	*Ad valorem*	10 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs a.	
	RAILWAY PLANT AND ROLLING STOCK—*contd.*			
	brake gear, couplings, and springs, signals, turn-tables, weighbridges, engines, tenders, carriages, wagons, traversers, trollies, trucks, and component parts thereof; also the following articles when imported by or under the orders of a railway company, namely, cranes, water cranes, water tanks and standards, wire and other materials for fencing.			
	Provided that for the purpose of this entry "railway" means a line of railway subject to the provisions of the Indian Railways Act, 1890, and includes a railway constructed in a State in India and also such tramways as the Governor-General in Council may, by notification in the *Gazette of India*, specifically include therein.			
	Provided also that only such articles shall be admitted as component parts of railway material as are indispensable for the working of railways and are, owing to their shape or to other special quality, not adapted for any other purpose.			

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	YARNS AND TEXTILE FABRICS.			
96	COTTON PIECE-GOODS ...	.....	*Ad valorem*	11 per cent.
97	COTTON TWIST AND YARN AND COTTON SEWING OR DARNING THREAD.	.....	,,	5 ,,
98	SECOND-HAND OR USED GUNNY BAGS made of jute.	.....	.....	Free.
99	YARNS AND TEXTILE FABRICS, that is to say:—			
	Cotton thread other than sewing or darning thread, and all other manufactured cotton goods not otherwise specified.	.....	*Ad valorem*	15 per cent.
	Flax, twist and yarn, and manufactures of flax.	.....	,,	15 ,,
	Haberdashery and millinery, excluding articles made of silk.	.....	,,	15 ,,
	Hemp, manufactured ...	.....	,,	15 ,,
	Hosiery, excluding articles made of silk.	.....	,,	15 ,,
	Jute, twist and yarn, and jute manufactures, excluding second-hand or used gunny bags (*see* No. 98).	.....	,,	15 ,,
	Silk yarn, noils and warps, and silk thread.	.....	,,	15 ,,
	Woollen yarn, knitting wool, and other manufactures of wool, including felt.	.....	,,	15 ,,
	All other sorts of yarns and textile fabrics, not otherwise specified.	.....	,,	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	YARNS AND TEXTILE FABRICS—*contd.*			
100	SILK PIECE-GOODS, and other manufactures of silk—			
	Silk piece-goods (white or coloured, plain or figured and all widths) from Japan and China (including Hongkong)—			
	Japan—			
	Paj, Thama, Junken and Nankin, all kinds, including striped, printed, embossed and pine-apples.	lb.	28 0	30 per cent.
	Satins and Kohaku, all kinds including striped, printed, woven and embossed.	,,	33 0	30 ,,
	Twill, all kinds ...	,,	29 0	30 ,,
	Jarina (gold embroidered).	,,	87 0	30 ,,
	Fugi and Boseki, all kinds.	,,	23 0	30 ,,
	Fancies, printed and woven, including Georgettes, Kobe-crepes, crepe-de-chine (Chirmin), ninons and gauzes.	,,	42 0	30 ,,
	Embroideries, excluding Burmese scarves.	,,	55 0	30 ,,
	Shawls, dhuties, scarves excluding Burmese, mufflers, handkerchiefs and hosiery.	,,	44 0	30 ,,
	Dupettas and *China* silk patkas.	,,	23 0	30 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	YARNS AND TEXTILE FABRICS—*contd.*			
	Japan—contd.			
	Burmese scarves—			
	(*a*) Paj	lb.	38 0	30 per cent.
	(*b*) Other kinds ...	,,	46 0	30 ,,
	Cotton and silk mixed satins, embroidered.	,,	16 0	30 ,,
	Cotton and silk mixed satins, other kinds.	,,	12 0	30 ,,
	Cotton and silk mixed hosiery.	,,	26 0	30 ,,
	Cotton and silk mixed Fugi and Boseki, all kinds.	,,	12 0	30 ,,
	Silk Fents	,,	14 0	30 ,,
	China (including Hongkong but excluding Cantons)—			
	Honans, all kinds and patkas.	,,	9 0	30 ,,
	Shantungs, all kinds and patkas.	,,	5 8	30 ,,
	Corded, all kinds except Woochow.	,,	8 0	30 ,,
	White cord (Woochow), all kinds.	,,	16 0	30 ,,
	Crepe, gauze, and paj, all kinds.	,,	23 0	30 ,,
	Satins and fancies, all kinds.	,,	31 0	30 ,,
	Cantons, all kinds ...	.....	*Ad valorem.*	30 ,,
	Silk piece-goods, apparel and other manufactures of silk not otherwise specified.	.....	,,	30 ,,
	MISCELLANEOUS.			
101	AEROPLANES, æroplane parts, æroplane engines and æroplane engine parts.	.....	,,	2½ ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	MISCELLANEOUS —*contd.*			
102	ART, the following works of :—(1) statuary and pictures intended to be put up for the public benefit in a public place and (2) memorials of a public character intended to be put up in a public place, including the materials used or to be used in their construction, whether worked or not.	.....	.....	Free.
103	ART, works of, excluding those specified in No. 102.	.....	*Ad valorem*	15 per cent.
103*a*	Bangles—			
	Celluloid, plain, flat, without border.	dozen pairs.	2 0	15 ,,
	Celluloid, other sorts...	,,	2 8	15 ,,
	,, (rubber) rings.	,,	0 12	15 ,,
104	BOOKS, printed, including covers for printed books, maps, charts and plans, proofs, music and manuscripts.	.....	.....	Free.
105	BRUSHES AND BROOMS ...	.....	*Ad valorem*	15 per cent.
106	BUILDING AND ENGINEERING MATERIALS, including asphalt, bricks, cement other than Portland cement, chalk and lime, clay, other than China clay (*see* No. 107*a*), pipes of earthenware, tiles, and all other sorts of building and engineering materials not otherwise specified.	.....	,,	15 ,,
	Portland cement ...	cwt.	3 8	15 ,,
107	CANDLES	.....	*Ad valorem.*	15 ,,
107*a*	China clay	ton	90 0	15 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	MISCELLANEOUS—*contd.*			
108	CINEMATOGRAPH FILMS—			
	Exposed standard positive films, new or used.	foot	0 4	15 per cent.
	Other Films	.....	*Ad valorem*	15 ,,
109	CORDAGE AND ROPE AND TWINE OF VEGETABLE FIBRE.	.....	,,	15 ,,
110	FIREWORKS *	.....	,,	30 ,,
111	FURNITURE, TACKLE, AND APPAREL, not otherwise described, for steam, sailing, rowing, and other vessels.	.....	,,	15 ,,
112	IVORY, manufactured ...	.....	,,	30 ,,
113	JEWELLERY AND JEWELS.	.....	,,	30 ,,
114	MATCHES :—			Rs. a.
	(1) In boxes containing on the average not more than 100 matches.	gross of boxes.	.....	1 8
	(2) In boxes containing on the average more than 100 matches.	for every 25 matches or fraction thereof in each box, per gross of boxes.	.....	0 6
115	MATS AND MATTING ...	.....	*Ad valorem*	15 per cent.
116	OIL-CAKES...	.....	,,	15 ,,
117	OIL-CLOTH AND FLOOR-CLOTH.	.....	,,	5 ,,
118	PACKING—ENGINE AND BOILER—all sorts, excluding packing forming a component part of any article included in No. 81 and No. 95.	.....	,,	15 ,,

* Under the Government of India Notification No. 4467, dated 2nd September 1922, such fireworks as are specially prepared as danger or distress lights for the use of ships are liable to duty at 15 per cent. *ad valorem*.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.*		Rs. a.	
	MISCELLANEOUS—*contd.*			
119	PERFUMERY, not otherwise specified—			
	Gowla, husked and unhusked.	cwt.	50 0	15 per cent.
	Kapurkachri (zedoary).	,,	25 0	15 ,,
	Patch leaves (patchouli).	,,	30 0	15 ,,
	Rose-flowers, dried ...	,,	20 0	15 ,,
	Rose-water...	Imperial gallon.	5 0	15 ,,
120	PITCH, TAR AND DAMMER—			
	Coal pitch	cwt.	7 8	15 ,,
	Coal tar, in casks ...	,,	7 8	15 ,,
	,, in drums ...	,,	10 0	15 ,,
	Stockholm tar	,,	25 0	15 ,,
	Dammer Batu	,,	7 8	15 ,,
	Other sorts	.....	*Ad valorem*	15 ,,
121	PNEUMATIC RUBBER TYRES AND TUBES for motor cars, motor lorries, motor cycles, motor scooters, bicycles and tricycles.*	.....	,,	30 ,,
122	POLISHES AND COMPOSITIONS.	.....	,,	15 ,,
123	PRINTING AND LITHOGRAPHING MATERIAL, namely, presses, type, ink, aluminium lithographic plates, brass rules, composing sticks, chases, imposing tables and lithographic stones stereoblocks, wood blocks, half-tone blocks, electrotype blocks, roller moulds, roller frames and stocks, roller composition,	.....	,,	2½ ,,

* Under the Government of India Notification No. 1776, dated 1st April 1922, pneumatic rubber tyres and tubes for bicycles and tricyles are liable to duty at 15 per cent.

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*contd.* MISCELLANEOUS—*contd.* standing screw and hot presses, perforating machines, gold blocking presses, gally presses, proof presses; arming presses, copper plate printing presses, rolling presses, ruling machines, ruling pen making machines, lead and rule cutters, type casting machines, type setting and casting machines, rule bending machines, rule mitreing machines, bronzing machines, leads, wooden and metal quoins; shooting sticks and galleys, stereotyping apparatus, metal furniture, paper folding machines; and paging machines, but excluding paper (*see* No. 94).		Rs. a.	
124	PRINTS, ENGRAVINGS AND PICTURES, including photographs and picture post cards.	.....	*Ad valorem*	30 per cent.
125	RACKS for the withering of tea leaf.	.....	,,	2½ ,,
126	RUBBER tyres and other manufactures of rubber, not otherwise specified (*see* No. 121).	.....	,,	15 ,,
127	SHIPS AND OTHER VESSELS for inland and harbour navigation, including steamers, launches, boats and barges, imported entire or in sections.	.....	,,	10 ,,
128	SMOKERS' REQUISITES, excluding tobacco (Nos. 24 to 26) and matches (No. 114).	.....	,,	30 ,,

SCHEDULE II.—IMPORT TARIFF—*contd.*

No.	Names of Articles.	Per	Tariff Valuation.	Duty.
	III.—Articles wholly or mainly manufactured—*concld.*		Rs. a.	
	MISCELLANEOUS—*concld.*			
129	SOAP	.....	*Ad valorem*	15 per cent.
130	STARCH AND FARINA ...	.....	,,	15 ,,
131	STONE AND MARBLE, and articles made of stone and marble.	.....	,,	15 ,,
132	TEA CHESTS of metal or wood, whether imported entire or in sections, provided that the Collector of Customs is satisfied that they are imported for the purpose of the packing of tea for transport in bulk.	.....	,,	2½ ,,
133	TOILET REQUISITES, not otherwise specified.	.....	,,	15 ,,
134	TOYS, games, playing cards and requisites for games and sports, excluding bird-shot.	.....	,,	30 ,,
	Bird-shot	cwt.	40 0	30 ,,
135	ALL OTHER ARTICLES wholly or mainly manufactured, not otherwise specified.	.....	*Ad valorem*	15 ,,
	IV.—Miscellaneous and unclassified.			
136	ANIMALS, living, all sorts.	.....	.....	Free.
137	CORAL	.....	*Ad valorem*	15 per cent.
138	FODDER, BRAN AND POLLARDS.	.....	,,	2½ ,,
139	SPECIMENS illustrative of natural science, and medals and antique coins.	.....	.....	Free.
140	UMBRELLAS, including parasols and sunshades, and fittings therefor.	... ...	*Ad valorem*	15 per cent.
141	ALL OTHER ARTICLES NOT OTHERWISE SPECIFIED, including articles imported by post.	.....	,,	15 ,,

SCHEDULE III.—EXPORT TARIFF.

No.	Names of Articles.	Per	Tariff Valuation.	Rate of duty.
	JUTE OTHER THAN BIMLIPATAM JUTE.		Rs. a. p.	Rs. a. p.
1	RAW JUTE—			
	(1) Cuttings	Bale of 400 lbs.	.....	1 4 0
	(2) All other descriptions.	,,	.....	4 8 0
2	JUTE MANUFACTURES when not in actual use as coverings, receptacles or bindings for other goods—			
	(1) Sacking (cloth, bags, twist, yarn, rope and twine).	Ton of 2,240 lbs.	.....	20 0 0
	(2) Hessians and all other descriptions of jute manufactures not otherwise specified.	,,	.....	32 0 0
	RICE.			
3	RICE, husked or unhusked, including rice flour, but excluding rice bran and rice dust, which are free.	Indian maund of 82⅔ lbs. avoirdupois weight.	.....	0 3 0
	TEA.			
4	TEA	100 lbs.	.....	1 8 0
5	RAW HIDES AND SKINS IF EXPORTED FROM BURMA.			
	(1) ARSENICATED AND AIR-DRIED HIDES—			
	(*a*) Cows (including calf skins).	lb.	0 5 0	15 per cent.
	(*b*) Buffaloes (including calf skins).	,,	0 2 0	15 ,,
	(2) DRY SALTED HIDES—			
	(*a*) Cows (including calf skins).	,,	0 2 0	15 ,,
	(*b*) Buffaloes (including calf skins).	,,	0 1 0	15 ,,

SCHEDULE III.—EXPORT TARIFF—*concld.*

No.	Names of Articles.	Per	Tariff Valuation. Rs. a. p.	Rate of duty.
	RAW HIDES AND SKINS IF EXPORTED FROM BURMA—*contd.*			
	(3) WET SALTED HIDES—			
	(*a*) Cows (including calf skins).	lb.	0 2 0	15 per cent.
	(*b*) Buffaloes (including calf skins).	,,	0 1 0	15 ,,
	(4) GOAT AND KID SKINS.	Piece	1 0 0	15 ,,
	(5) SHEEP SKINS	,,	0 8 0	15 ,,
46	RAW HIDES AND SKINS IF EXPORTED FROM ANY PLACE IN BRITISH INDIA OTHER THAN BURMA.			
	(1) ARSENICATED AND AIR-DRIED HIDES—			
	(*a*) Cows (including calf skins)—			
	Framed ...	lb.	0 6 0	15 ,,
	Unframed ...	,,	0 2 6	15 ,,
	(*b*) Buffaloes (including calf skins)—			
	Framed ...	,,	0 2 6	15 ,,
	Unframed ...	,,	0 1 6	15 ,,
	(2) DRY SALTED HIDES—			
	(*a*) Cows (including calf skins).	,,	0 2 0	15 ,,
	(*b*) Buffaloes (including calf skins).	,,	0 1 0	15 ,,
	(3) WET SALTED HIDES—			
	(*a*) Cows (including calf skins).	,,	0 2 0	15 ,,
	(*b*) Buffaloes (including calf skins).	,,	0 1 0	15 ,,
	(4) GOAT AND KID SKINS.	Piece	1 0 0	15 ,,
	(5) SHEEP SKINS	,,	0 8 0	15 ,,

N.B.—Provided that subject to such conditions as the Governor-General in Council may by notification in the *Gazette of India* prescribe a rebate shall be granted to the exporter of two-thirds of the duty levied on hides or skins exported to any part of His Majesty's dominions or of the territories of any Indian Prince or Chief under the suzerainty of His Majesty or of any territories under the protection of His Majesty or in respect of which a mandate of the League of Nations is exercised by the Government of any part of His Majesty's dominions.

APPENDIX K-2.

CUSTOMS EXAMINATION OF IMPORTED GOODS.

Dated 7th March, 1922.

From the Bombay Dyeing and Manufacturing Company, Ltd., to Chamber.

It has been brought to our notice that during the last two or three months, the Collector of Customs and the Appraising Officers under him are getting much stricter in their examination of imported goods, especially from 1st March since when the import duty has been increased. Nobody objects to genuine Customs examination as long as the Bills of Entry are presented in proper form and true declarations made. But lately, some of the Appraisers have instituted a system by which they ask out of a certain number of packages of imported article, to take out 3 or 4 or 5 cases or packages from the lot giving specified numbers for custom examination, and until such cases are produced, the whole consignment which may be of 100 or 200 cases or packages is detained thus incurring heavy demurrage charges at times, which as you are aware have been enhanced by the Port Trust authorities. At times, some of the specified packages cannot be found for 3 or 4 or 5 days owing to the irregularity in which the ship discharges its cargo and also the haphazard way in which such goods are stored in the import godowns, and therefore in most cases when a consignment is retained for such examination heavy demurrage, especially at the present enhanced rate, is being incurred.

Please therefore let us know if your Committee have had any information on this point laid before them, and if so what steps they are taking to arrive at a satisfactory solution, so that goods can be got through the customs without much delay.

Since the levy on the 1st March of a 15 per cent. import duty on textile yarns imported from Manchester, the Appraiser in charge of the Textile department wants the Customs

clerks to put down in their manifest the wholesale market price as the real value as defined in section 30 of the Sea Customs Act. Now it is very difficult as you will be aware to define the market rate of yarn from day to day, and it is absolutely impossible to put in the manifest the market rate for such yarn, especially as the yarn imported by us may be better than the bazar yarn or worse, and as such it will be difficult to tell what the real market value of such yarn would be. Our Customs Clerk says that he has produced our invoices before the Customs Appraiser, who would not look at the invoice prices at all.

We shall therefore be glad to hear your advice as to what procedure should be adopted, whether we should put in the market value as defined in Section 30 (*a*), or only give our invoice value.

No. 454-102 of the 20th March, 1922.

From Chamber to the Bombay Dyeing and Manufacturing Company, Ltd.

I am directed to acknowledge receipt of your letter, dated the 7th March, 1922, and in reply to state, with regard to the first question raised therein, that the matter is under reference to the Collector of Customs, and that you shall be advised of the result of the Committee's representation in due course.

2. With regard to the second point raised in your letter, namely, the method of assessment for duty followed by the Customs authorities in the case of imported yarn, I am to refer you to the correspondence which passed between the Chamber and the Collector of Customs in April last year on the same subject, a summary of which will be found on pages 91-94 of the Chamber's Report for 1921, preliminary issue.

No. 455-102 of the 20th March, 1922.

From Chamber to the Collector of Customs, Bombay.

I am directed to invite your attention to the following extract from a letter which my Committee have received

from a member of the Chamber and, with regard thereto, to enquire whether you are in a position to take any action in the matter with a view to remove the difficulties of which the member complains :—

"It has been brought to our notice that during the last two or three months, the Collector of Customs and the Appraising Officers under him are getting much stricter in their examination of imported goods, especially from 1st March since when the import duty has been increased. Nobody objects to genuine Customs examination as long as the Bills of Entries are presented in proper form and true declarations made. But lately, some of the Appraisers have instituted a system by which they ask out of a certain number of packages of imported article, to take out 3 or 4 or 5 cases or packages from the lot giving specified numbers for custom examination until such cases are produced, the whole consignment which may be of 100 or 200 cases or packages is detained thus incurring heavy demurrage charges at times, which as you are aware have been enhanced by the Port Trust authorities. At times, some of the specified packages cannot be found for 3 or 4 or 5 days owing to the irregularity in which the ship discharges its cargo and also the haphazard way in which such goods are stored in the import godowns, and therefore in most cases when a consignment is retained for such examination heavy demurrage, especially at the present enhanced rate, is being incurred.

Please therefore let us know if your Committee have had any information on this point laid before them, and if so what steps they are taking to arrive at a satisfactory solution, so that goods can be got through the Customs without much delay."

2. In the above connection I am to say that my Committee are aware that the system in question has been in existence since 1899, at any rate, and they are aware of the correspondence which passed between the Chamber and your predecessor in office during that year but they wish particularly to be advised whether, under more modern conditions, it is not possible to provide a more satisfactory

solution of the difficulties attendant upon the production of goods for Customs examination.

R. S. R. No. 1474 of the 3rd April 1922.

From the Collector of Customs, Bombay, to Chamber.

I have the honour to acknowledge the receipt of your letter No. 455/102, dated 20th March, 1922, and to state that the matter is now occupying my attention. In the meantime I may inform you that the system which I introduced in January of (1) having goods from the United Kingdom examined and (2) having a specified number examined is a modification of the very much stricter procedure that obtains in Calcutta and other ports on the other side of India. It seems to me that there is something radically wrong in the discharge and storing of cargo here. Probably the difficulty lies in the irregularity with which ships discharge their cargo and in the way in which the cargo is received in the import godowns.

On the completion of my enquiries I shall address you further.

No. 528-102 of the 4th April 1922.

From Chamber to the Collector of Customs, Bombay.

I have the honour to acknowledge receipt of your letter No. 4174 of the 3rd April 1922, in connection with the system of Customs examination of imports in vogue in Bombay and to say that the same will be placed before my Committee at their next meeting.

No. WHR/V/6796 of the 3rd April 1922.

From Messrs. Callender's Cable and Construction Company, Ltd., Bombay, to Chamber.

We forward herewith a copy of our letter WHR-RK-5679 of the 4th ultimo, to the Collector of Customs, to which up to date we have received no reply.

We shall be glad to know whether you have received similar complaints from other members and whether you are taking any steps to rectify this matter.

WHR/RK/5679 of the 4th March 1922.

From Messrs. Callender's Cable and Construction Company, Ltd., Bombay, to the Collector of Customs, Bombay.

We wish to register our protest against the recently introduced practice of holding up a set of shipping papers whilst one or more of the packages concerned in them are examined.

As the cost of demurrage increased by this delay will be more than we are prepared to bear, we should be very glad if this ruling could be amended so that any examination which you may consider necessary shall take place after the papers have been cleared and portion of the goods delivered. This will merely result in the detention of the package or packages which you wish to have examined and the amount of demurrage which we may be rendered liable to pay will be considerably reduced.

Trusting you will see your way to amend your present instructions at an early date.

No. 547-102 of the 7th April 1922.

From Chamber to Messrs. Callender's Cable and Construction Company, Ltd., Bombay.

I beg to acknowledge receipt of your letter, No. WHR-V-6796, dated the 3rd April, 1922, and enclosure, and in reply to state that, as a result of a similar representation which my Committee have received from another member of the Chamber, the matter is under reference to the Collector of Customs who has advised my Committee that the matter is receiving his earnest consideration.

I shall be pleased to advise you in due course of the result of my Committee's representation.

R. S. R. No. 1474 of the 21st April 1922.

From the Collector of Customs, Bombay, to Chamber.

I have the honour to refer you to the correspondence ending with your letter No. 528-102, dated the 4th April, 1922, in connection with the system of Customs examination of imports in vogue in Bombay. I have gone carefully into the whole subject and the action which I propose taking will I trust have the result of accelerating the delivery of cargo, while at the same time retaining such control over the examination of goods as I consider is necessary for Customs purposes.

2. Perhaps it would be as well first to explain the two innovations in the examination of goods which have been introduced by me since I came to this port: they are:—

(1) on coming to this port I was astonished to find that there was no examination at all of goods coming from the United Kingdom except in cases where such examination was necessary for the purposes of assessment. This practice is obviously fraught with danger to the Customs not only from the revenue point of view but also from the point of view of the surreptitious introduction into the country of prohibited and so undesirable goods. It is not in vogue at any other port in India and it seems to me the necessity of some examination of goods from the United Kingdom is so obviously great that its introduction requires no justification from the Customs;

(2) on my arrival here I found that it was customary for the appraisers to examine any cases that might be brought to them for examination and that the examination of no specific cases was ordered by the scrutinizing appraiser. The dangers of this procedure are obvious, and I can recollect a very serious case of fraud which occurred in Calcutta and which was found to have been facilitated because the Examining Officers examined cases brought to them for examination and not those specified by the scrutinizing appraiser.

3. Before, however, passing my order, which is the subject of the definite complaint made by your member and quoted in your letter of the 20th March I asked the Collector of Customs, Calcutta, whether he had abandoned the practice on the ground that it lead to abnormal delays in clearance of cargoes. He replied as follows :—

> "We have not abandoned, and do not propose to abandon, the practice whereby the scrutinizing appraiser specifies the numbers of half the packages to be opened for examination, the other half being selected at the time of passing."

In order, however, to give as much latitude as possible in the selection of packages I have introduced a modification of the Calcutta procedure by permitting the scrutinizing appraiser to give alternative numbers of packages to be selected; so that should a particular package not be readily available, an alternative package specified by him may be substituted for it.

4. The main grievance of local merchants with which I am absolutely in sympathy is that they experience delay in getting their cargo. To alleviate this grievance, I have decided to make changes in our procedure which I feel confident will have the desired effect so far as the Customs are concerned. I find that in this port it is a rule that examination of goods must be made before payment of duty in all cases and this is in strict accordance with the Sea Customs Act. The practice, however, on the other side of India is not to insist on examination before payment of duty in every case and I propose to adopt that practice with regard to certain goods which are not assessed on market values. The advantage of this latter practice is that in certain cases importers will be able to take delivery of their goods without waiting for the examination of the detained packages to be completed.

5. The classes of goods, to which I propose to extend this concession are well-known articles of trade (not assessed on market values) imported regularly or by importers of repute and covered by proper documents giving all particulars necessary for assessment, examination or inspection.

6. I further propose to allow the following classes of goods to be *generally* passed without examination or inspection provided they are covered by proper and complete documents, and provided also their examination for purposes of assessment is not necessary, reserving to myself of course the power to examine or inspect at random and without warning, by way of check:—

(1) Private property not for sale imported by individuals or companies for their own use;

(2) machinery, millstores, motor vehicles, railway material, metals and similar heavy or bulky goods;

(3) well-known goods covered by shipment samples;

(4) Goods packed in pressed bales or special packing; and (5) costly fragile or dangerous goods, which are liable to be damaged or which cannot be properly repacked.

7. Possibly a definition of the terms "examination" and "inspection" as specifically used in Customs work might be of use to you in regard to this letter. The former in Customs parlance means the opening of a package and the verification of its contents with the particulars given in the invoice and the bill of entry, and the testing of the declaration of quantity by actual weighment, measurement, counting &c.; the latter means only the external inspection of a package without opening it in order to see that the marks, numbers, &c. agree with those declared in the bill of entry and that the size, shape and general appearance of the package is in accordance with the declaration of description, &c.

8. I am not prepared to make any alteration in the existing orders and rules for the examination of wines, spirits, &c. and all tariff-rated goods. There have been no complaints so far as I am aware on account of these goods.

9. In addition to the above I am now trying to make arrangements to stop the practice of the movement of goods

from one shed to another for the purpose of examination. With my attenuated staff and the prospect (thanks to the 5 per cent. cut in the Customs budget estimate) of not being able to increase it, I am afraid I shall not be able to do all that I should have liked to have done in this direction; but I think I can promise considerable improvement in this respect also.

10. I propose issuing orders on the lines indicated in this letter at once, *i.e.* without waiting for a reply from you, as I consider that an immediate amelioration of the position will ensue. Needless to say that any suggestions from your Chamber will be welcomed: very full consideration will be given to them; and necessary amendments in the orders will be made if required, as a result of your Chamber's suggestions.

No. 673-102 of the 29th April 1922.

From Chamber to the Collector of Customs, Bombay.

I am directed to acknowledge receipt of your letter, R.S.R. No. 1474, dated the 21st April 1922, and in reply to state that my Committee appreciate most sincerely the prompt and comprehensive manner in which you have dealt with the matter under reference therein.

2. A copy of your letter has been sent to all members of the Chamber for their information and I am to state that my Committee approve generally the measures which you propose to take with a view to ameliorate the situation which formed the subject of their original reference.

No. 671-102 of the 29th April 1922.

From Chamber to the Bombay Dyeing and Manufacturing Company, Ltd.

In continuation of my letter No. 454-102, dated the 20th March 1922, I am directed to forward herewith, for your information, the enclosed copy of this office circular,

No. 664-102, dated the 27th April 1922, on pages 2-5 of which will be found a copy of the letter which my committee have received from the Collector of Customs in reply to their representation.

Similar letter No. 672-102 of the 29th April 1922.

To Messrs. Callender's Cable and Construction Company, Ltd., Bombay.

APPENDIX K-3.

IMPORT DUTY ON SUGAR SHORTLANDED.

No. 7 C-3 of the 16th November 1922.

From Karachi Chamber of Commerce to Chamber.

Steamship companies which carry cargoes of sugar from Java to this Port are seriously affected when bags of one quality of sugar, brown for instance, are shortlanded, in place of which bags containing white sugar are landed, as the Customs will not allow a set off by charging the steamer duty on the difference in values when necessary, and consequently the steamship company is charged Penalty Duty on the full value.

In this connection I am directed by my Committee to ask you to be good enough to furnish this Chamber with information as to the procedure and course followed by the Customs Authorities in your Port in regard to imports of sugar shortlanded. Do your Customs Authorities permit one quality of sugar to be set off against another with the necessary adjustment of duty on difference in values, or must the two qualities be identical if such set off is to be allowed ? Is Section 167, Clause 17 of the Sea Customs Act, strictly applied in your Port in the case of steamers bringing whole cargoes of sugar ?

No. 2106-288 of the 20th November 1922.

From Chamber to the Collector of Customs, Bombay.

My Committee have received an enquiry regarding Import Duty on Sugar shortlanded and they have been asked to supply information concerning the procedure adopted by the Customs Authorities of this Port; accordingly I have been asked to request you to be good enough to favour them with a reply to the following points.

When bags of one quality of sugar, brown for instance, are shortlanded, in place of which bags containing white sugar are landed, do you permit one quality of sugar to be set off against another with the necessary adjustment of duty on difference in values, or is the steamship company charged Penalty Duty on the full value unless the two qualities are identical ?

Is Section 167 Clause 17 of the Sea Customs Act strictly applied in this port in the case of steamers bringing whole cargoes of sugar ?

R. S. R. No. 5298 of the 24th November 1922.

From the Collector of Customs, Bombay, to Chamber.

I have the honour to acknowledge receipt of your No. 2106-288, dated 20th November 1922 and to inform you that at Bombay in adjusting letters of call the total number of unmanifested landings is set off against the total number of shortlanded; not only are marks disregarded but the quality is also disregarded; unmanifested landings of brown sugar being set off against shortages in consignments of white sugar, and *vice versa*. Quantities landed at other ports including Colombo, are also deducted from those shown as shortlanded, provided that a landing certificate from the Customs Authorities at the port of landing is produced.

Regarding the last para of your letter I would state that the above procedure holds good for all sugar whether a whole or part cargo.

No. 2173-288 of the 28th November 1922.

From Chamber to Karachi Chamber.

I beg to acknowledge receipt of your letter No. 7 C. 3, dated the 16th November 1922, and to attach hereto a copy of the correspondence I have had with the Collector of Customs Bombay, on the subject of the import duty on sugar shortlanded which will doubtless give you, the information that you require.

APPENDIX K-4.

RATE OF DUTY APPLICABLE TO IMPORTED GOODS.

No. G. M. 2 -1877 of the 30th March 1922.

From Messrs. Latham Abercrombie & Co., Bombay, to Chamber.

As we understand the Committee of the Chamber is shortly to have the privilege of an interview with the Finance Member, we shall be much obliged if you will bring up a question which has arisen out of the recent increase in Import Duties on Metals and the new Import Duty imposed upon Yarns.

The Hall Line Steamer "Trafford Hall" arrived on the 28th February and the Steamship Agents filed the General Manifest with the Bombay Customs Authorities at 3-0 p.m., on the same day. Several firms were fortunate enough to obtain the Serial Number of their Bills of Lading from the Steamship Company that afternoon and were thus able to hand in their Bills of Entry on the 28th February . Others who were less fortunate were forced to pay the increased Duty which came into force on the morning of the 1st of March. As the Customs Offices usually close at 5-30 p.m. it was

obviously quite impossible for all Importers to obtain their Serial Numbers from the Steamship Agents and to file Bills of Entry for all their consignments in the Customs Office before closing time.

We consider that Section 37 in Chapter V of the Sea Customs Act of 1878 constitutes a real hardship to Importers in times of fluctuating Import Duties, and suggest that this question be brought up before the Finance Member with the recommendation that Government be pleased to consider the alteration of this Section from :—

> "the date on which the Bill of Entry thereof is delivered to the Customs Collector under Section 86"

to

> "the date on which the steamer's General Manifest is delivered to the Customs Collector under Section 53 or 54."

In the case we have cited the steamer was in port before the tariff was raised, but none of the goods could possibly have been cleared through the Customs until after the increase of Import Duty was publicly notified.

R. S. R. No. 2264 of the 3rd August 1922.

From the Collector of Customs, Bombay, to Chamber.

I have the honour to refer you to the interview which the Hon'ble Mr. Lindsay, Secretary to the Government of India, Commerce Department, had the pleasure of having with your Chamber on his recent visit to Bombay.

I have been asked to confirm in writing the statement made by him at that interview as to how far a bill of entry should be completed in details at the time of presentation before it is deemed to be delivered to the proper officer of Customs. I enclose for the information of your Chamber a Standing Order recently issued by me and based on the Government of India's orders on this point, which I trust will make the position quite clear.

No. 3080.

NEW CUSTOM HOUSE,

BOMBAY, 20th July 1922.

STANDING ORDER.

The proper officer of Customs referred to in the Explanation attached to Section 37 of the Sea Customs Act is the Receiving Clerk in the Import Department.

2. A bill of entry should not be accepted as having been delivered to the proper officer of Customs for the purposes of Section 37 unless it is presented in a reasonably complete form. In cases where the importer is not responsible for the correctness of details allowance should be made for instance, if a firm could not get the correct manifest or index number entered in the bill of entry at the time of presentation, this should not prevent the bill of entry being accepted by the Customs. If, however, details of goods are incomplete or the bill of entry is presented in a more or less skeleton form, it should not be deemed to have been presented for the purposes of Section 37 at the Custom House until such details have been completed.

(*Vide* Government of India, Commerce Department, D. O. No. 3519, dated 7th July 1922.)

No. 1368-228 of the 11th August 1922.

From Chamber to Collector of Customs, Bombay.

I am directed to acknowledge receipt of your letter, R. S. R. No. 2264, dated the 3rd August 1922, and enclosure, confirming the statement made by the Hon'ble Mr. Lindsay, at his recent interview with my Committee, with regard to the latest orders of the Government of India on the subject of the extent to which a bill of entry should be completed in details at the time of presentation before it is deemed to be delivered to the proper officer of Customs.

2. In reply I am to state that my Committee approve the amended procedure based on the aforesaid orders which you have introduced under Standing Order No. 3080, copy of which you were good enough to forward for their consideration, and that the position is now quite clear.

APPENDIX K-5.

PROVISIONAL ASSESSMENT OF GOODS FOR DUTY IN ABSENCE OF INVOICES.

S. R. No. 3565 of the 31st July 1922.

From Collector of Customs, Bombay, to Chamber.

Subject.—Provisional Assessment of goods in the absence of invoices, etc.

I have the honour to bring the following to your notice in connection with the above subject. Provisional assessment has been allowed hitherto in all the Custom Houses in India in order to facilitate the passing of goods in the absence of invoices. The original condition on which such assessment was permitted was the production of the necessary documents within one month of the date of payment of provisional duty. During the war owing to disorganization of the Postal Services this period was extended and under existing orders provisional assessment is permitted at this Custom House provided the importer executes a stamped guarantee undertaking to produce the required documents and information within three months of the payment of provisional duty. Now that the postal difficulties resulting from war conditions no longer exist I propose to revert to the pre-war procedure and to curtail the period allowed for the production of the documents ordinarily to one month: but I am prepared in exceptional cases to give an extension of a further month making in such cases a period of two months in all in which to produce the necessary documents. My reasons for this alteration are that the present practice throws a great deal of extra work on my staff and, increases the difficulties in the keeping of our books, and leaves many cases pending for an unnecessarily long time. I propose introducing the new procedure as from the 1st of September next.

No. 1367-224 of the 11th August 1922.

From Chamber to Collector of Customs, Bombay.

I am directed to acknowledge receipt of your letter, S. R. No. 3565, dated the 31st July 1922, intimating that you propose, as from the 1st September next, to revert to the pre-war procedure obtaining in regard to the provisional assessment of goods in the absence of invoices save in certain exceptional cases, and explaining your reasons for the change.

2. In reply I am to state that my Committee approve of the re-introduction of the old procedure, subject to the modifications suggested in your letter, with effect from the date mentioned.

APPENDIX K-6.

MARKET VALUE OF MILL STORES FOR CUSTOMS PURPOSES.

S. R. No. 3736 of the 12th August 1922.

From Collector of Customs, Bombay, to Chamber.

I have the honour to enquire whether there is an established market value in Bombay for mill stores such as healds, heald cords, reeds, picking bands, bobbins (warping), forks for looms, heald knitting needles, laces, lags and needles for dobbies, pickers (buffalo and others), picking levers, picking sticks (over and under), reed pliers, shuttles (for power looms), springs for looms, strappings, weft forks, &c., as mentioned in item 79 of the Schedule for 1920. I understand that there is no market value for these articles in Bombay and that the prices vary considerably according to the particular make or quality of the article and the various local agents for mill stores quote their own prices for their particular brands of goods. The favour of an early reply is requested.

No. 1478-231 of the 25th August 1922.

From Chamber to Collector of Customs, Bombay.

I have the honour, by direction of my Committee, to acknowledge receipt of your letter, No. 3736, dated the 12th August 1922, enquiring whether there is an established market value in Bombay, for certain mill stores, such as healds, heald cords, etc., as mentioned in item 79 of the Schedule for 1920.

2. In reply, I am to state that my Committee understand that while there cannot be said to be any established market value for the commodities in questions, the price of healds, heald cords, reeds and pickers is more or less uniform in practice and that the price of the other articles varies with their make and quality.

3. In this connection my Committee venture to draw your attention to the fact that certain papers, for example, "Commerce" publish market reports giving quotations of the commodities you mention.

APPENDIX **K-7**.

PROPOSED RESTRICTIONS ON EXPORT OF CERTAIN MANURES.

No. 1804 of the 15th March 1922.

From Director-General of Commercial Intelligence, Calcutta, to Chamber.

You have perhaps noticed brief references to a discussion at the meeting of the Board of Agriculture held at Pusa last month on the question of restrictions on the export of oilseeds, oilcakes and bone and other manures.

You will recollect that at their last meeting in December 1919, the Board of Agriculture passed resolutions in favour of

export taxes on oilseeds and oilcakes and the total prohibition of the export of bone and fish manures.

This subject was again brought up for the consideration of the Board at its meeting last month and I send herewith, as likely to be of interest to your Committee, a copy of the report presented to the Board by the Special Committee appointed by them to consider the question. The full Board accepted as much of this report as relates to oilseeds, oilcakes, and sulphate of ammonia, and on the rest of it they passed the following resolution :—

> " Without expressing an opinion on the portion of the Sub-Committee's report dealing with phosphatic manures, the Board is of opinion that, on the evidence before it, it is doubtful whether the method of prohibition or restriction of export of bones, fish manures and other phosphatic manures would achieve the end desired; but it is nevertheless of opinion that the retention of its manurial resources, specially of phosphates, is of vital importance to the future of the country, and that it is essential that a constructive policy should be formed which would lead to this end, and it therefore requests the Government of India to appoint a small committee of about five members to consider the question from this point of view and suggest a constructive policy which will lead to the results desired."

Subject III.—The Examination of the Proposal to prohibit the Export of certain manures from India.

COMMITTEE.

Messrs. G. Evans (Chairman), A. C. Dobbs, Dr. W. H. Harrison, Mr. R. C. Wood, Dr. A. E. Parr, Messrs. D. Milne, J. B. Knight, A. G. Birt, R. B. D. N. Ghosh, Dr. P. H. Carpenter, Messrs. J. Clague, C. G. Freke.

TERMS OF REFERENCE.—Assuming that it is desirable to utilise all our manurial resources inside the country, is total prohibition of export likely to lead to the desired result ?

This question was in part discussed at the Board meeting held on December 1st 1919, and in view of the changed trade conditions that

have taken place during the last two years, the Committee decided that it was desirable to reconsider the findings made by the Board on that occasion. With the consent of the President of the Board, therefore, and with a view to widening the discussion, it was agreed that the terms of reference should not be strictly adhered to.

The manures considered by the Committee were :—

(1) Oil-seeds and oil-cakes.

(2) Bones.

(3) Fish manures.

(4) Ammonium sulphate.

(1) OIL-SEEDS AND OIL-CAKES.—The question of the export of oil-cakes and oil-seeds was first considered. While the export of oil-seeds from this country is only about one-fifth of the total amount produced, a surplus which is little if any above the margin of safety, evidence was forthcoming that the proportion exported varied considerably in different parts of the country. In some parts and in particular Northern India, the demand for cake as manured is at present small and the cultivator depends largely on his oil-seeds to pay his rent and other necessary expenses. In other parts, as for instance Madras, the demand for certain classes of cake as a manure is stated to be considerable and is increasing. In Burma, on the other hand, where the oil crushing industry has been established on a considerable scale, there is little demand for cake as manure and the mills largely depend for their profits on the sale of their cake.

Evidence was also brought forward to indicate (*vide* Mr. Lindsay's note on the export of Indian manures attached as an appendix to this report) that war conditions are still having an effect, are resulting in disturbed trade conditions and that matters are still far from the normal in this respect. The demand for oil and oil products is very much less than it was two years ago and, on the other hand, other producing countries such as the Argentine, Senegal, West Africa, etc., now control the overseas markets. Indian oil-seeds have therefore greater competition to face on foreign markets. There is therefore a danger of a gap occurring between the restriction of exports resulting from the imposition of an export duty and the development of home consumption to an extent sufficient to absorb the whole of the oil-seeds produced in this country.

The Committee therefore recommend to the Board that it would be unwise at the present time to advocate an export duty on oil-seeds and cakes. They are of opinion that if such a tax were to be imposed now it would not only cause serious trade dislocation but would also re-act unfairly on the producer as he would eventually have to bear the cost. The Committee re-affirm the findings of the last Board that the Departments of Agriculture in the various provinces should encourage the use of cakes as manure by all means under their control.

At the same time they venture to point out the necessity for encouraging the oil-crushing industry in India especially in the shape of technological advise in the production of refined oils. It appears that much will have to be done in improving the technique of oil refining and in questions of standardization and involving transport difficulties before India can hope to successfully push her vegetable oils for sale on foreign markets.

(2) BONE MANURES.—The subject of the export of bones was then considered. The first important point to be noted is that at the present time practically all exports are in the form of the manufactured product. Thus for the 12 months of 1920-21, the total export was about 99,000 tons. Of this only 2,000 tons were exported in the form of raw bones, the remainder being classed either as crushed bones or bone meal. For the 9 months ending December 31st 1921, out of 61,700 tons exported, only 172 tons were in the form of raw bones. Another important point is that only a very small proportion of the bone manures manufactured in this country are consumed in India. It is further to be noted that even during the war when the price was still low, freight space difficult to obtain and export demand weak, local consumption only took about 10 per cent. of the total production, which shows that even with the ideal conditions of high prices for Indian produce and weak overseas demand for bones and bone meal, local consumption only consumed such a small fraction of total production that the industry could not live on that fraction.

The Committee recognize the great importance of preventing the drain of phosphates from this country but are of opinion that present conditions preclude the possibility of total prohibition and that an export duty if imposed. should be done gradually, as otherwise there is a serious danger of killing the bone crushing industry through the closing down of their markets.

Large parts of India require phosphates urgently and every endeavour should be made to encourage their use among the agriculturists of those parts. One of the chief drawbacks at present is the great difficulty of gettng the bone manures actually to the ryot. To effect this it seems desirable to recommend the establishment of small bone crushing factories at up country centres, where sufficient supplies of bones are available, as distinct from the existing location of the crushing mills at the ports of export. It is also very necessary to create some agency which will put the producers into direct touch with the individual cultivator and to this end the formation of Agricultural Purchase Societies possibly on a co-operative basis is advocated.

(3) FISH MANURES.—The Committee are of opinion that it is preeminently desirable to retain in this country as much phosphatic manure as possible and that they therefore approve of measures designed generally to lessen the export of fish manures, provided that such measures are applied in a manner that will not damage the fish oil industry or tend to curtail the amount of fish caught for this purpose.

(4) SULPHATE OF AMMONIA.—With regard to nitrogenous manures generally, it appears certain that the world capacity for the production of nitrogenous manures is far greater now than before the war. An export duty on ammonium sulphate would tend to hamper at present the small Indian industry and might conceivably in the end seriously curtail production. As there is little demand for Ammonium sulphate in India at present, an export tax is not advocated.

(*Note.*—Mr. R. C. Wood dissents from this report.)

No. 556-112 of the 8th April 1922.

From Chamber to Director-General of Commercial Intelligence, Calcutta.

I am dirrcted to acknolwedge receipt of your letter, No. 1804, dated the 15th March 1922, and its accompaniment, on the subject of a proposal to prohibit the export of certain manures from India.

2. In reply, I am to state that, while my Committee agree that Indian crops generally would be materially improved by the application of manure in a systematic manner they consider that the first essential in that regard is for the local Departments of Agriculture to conduct a more intensive propaganda with a view to bring the fact home to the ryot. Moreover my Committee are strongly of opinion that any attempt in the meantime to achieve the desired result by manipulation of the tariff schedule will be fraught with very serious consequences, both to the commercial community and to the country as a whole.

APPENDIX K-8.

LIST OF IMPORTED COTTON PIECE-GOODS PRESCRIBED FOR TARIFF PURPOSES.

No. 4808 of the 25th July 1922.

From Director-General of Commercial Intelligence to Chamber.

I have the honour to address you on the subject of the revision of the list of imported cotton piece-goods.

In order to simplify the differentiation for fiscal purposes between piece-goods assessable at 3½ per cent. and other cotton goods assessable at 5 per cent. under the tariff then in force, a list of imported cotton piece-goods was prescribed by Commerce and Industry Department in 1906. This list was revised by subsequent resolutions. But, as the 1919 tariff subjected cotton piece-goods and all other cotton goods, as well as apparel, to the same rate of duty the list was then discontinued.

Now that cotton piece-goods and other manufactured cotton goods are again assessable at different rates of duty, it has become necessary to renotify this list.

I attach a copy of the last list which was in force before its discontinuance in 1919, and write to enquire if you have any modifications of it to suggest. If so, I should be obliged if you would send me samples and full particulars of the goods concerned.

As it is desirable that this list should be renotified without delay, I should be grateful if you would kindly let me have your reply as soon as possible.

List of Cotton Piece-goods.

Alhambras.
Angolas (cotton).
Apron cloth (cotton).
Batistes (cotton).
Beaverteens (cotton).
Blankets (cotton).
Holland and blind cloth (cotton).
Book-binding cloth.
Brilliants.
Brocades (cotton).
Broche.
Buckram (cotton).
Calicoes.
Cambrics, plain, dyed or printed.
Cantoons.
Canvas (cotton).
Canvas, French elastic (cotton).
Casement cloth (cotton).
Cashmeres (cotton).
Cellular cloth.
Checks, spots and stripes.
Chiffons (cotton).
Chinese dyed cloths.
Chintz, glazed or unglazed.
Choonris.
Chadars.
Chadar-pattas.
Coatings (cotton).
Corduroy and corded cloth (cotton).
Cotton flakes.
Counterpanes.
Crapes (cotton).
Crash (cotton).
Crepons (cotton).
Cretonnes.
Crimps (cotton).
Damask, cotton, table.
Dawanies.
Delaines (cotton).
Delametti.
Denims.
Dhotis.
Diagonals (cotton).
Diapers (cotton).
Dimity.
Domestics.
Domettes (cotton).
Dosooti.

List of Cotton Piece-goods—contd.

Dupettas.
Dorias.
Dress, plain or printed (cotton).
Drills, plain, striped or checked.
Duck.
Dungari.
Dusters (when joined by the warp).
Embroidered allovers.
Embroidered flounces.
Fents (cotton).
Finduras.
Flannelette (cotton flannel).
Galateas.
Gambroons.
Gauze (cotton).
Ghagras (cotton).
Ginghams (cotton).
Glass cloths (when joined by the warp) (cotton.)
Grenadines (cotton).
Gumchas.
Hair-cords.
Handkerchiefs (in woven pieces.).
Harvards.
Hollands (cotton).
Italians (cotton).
Jaconets, plain or bordered.
Jeans, plain, dyed or printed.
Lace curtain cloth.
Lace stripes.
Lappets.
Lastings.
Lawns.
Lenos.
Linenette (cotton).
Linings, plain, striped or mercerised.
Longcloths.
Lungis.
Lustres (cotton).
Madapollams.
Madras cloth.
Marcella.
Matte shirtings.
Matting (cotton).
Mattress cloth.
Meltons (cotton).
Mercerised cloth.
Merinos (cotton).
Merins.
Mexicans.
Moleskins (cotton).
Molleton cloth.
Morias.
Moreens (cotton).
Mulls, all kinds, plain or bordered.
Muslins (cotton,) all kinds.
Nainsooks.
Net (cotton).
Nun's veiling (cotton).
Oatmeal cloth.
Penelope canvas.
Pillow calico, tubular.
Piques.
Poushette.
Pompadour.
Pongees (cotton).
Poplinette (cotton).
Prayer mats (cotton).
Printed crepelle.
Prints.
Printers (plain and coloured).
Putsoes.
Quiltings (cotton).
Quilts.
Radium cloth.
Regattas.
Rep cloth (cotton).
Sail cloth (cotton).
Saris.
Sarongs.
Sateens, plain dyed, or printed.
Satinette.
Satin stripes (cotton).
Scarves (cotton).
Serges (cotton).
Shawls (cotton).
Sheetings.
Shirtings.
Silecia.
Silkette, plain or stripes.
Spanish stripes(cotton).
Suraline.
Sussi cloth.
Suitings (cotton).
Swansdown calico.
Tambours.
Tameins (unfinished).
Tanjibs.
Tapestries (cotton).
Tarlatans.
T. cloths.
Ticking, mattress or blind (cotton).
Towels (cotton) in woven pieces and towel cloth including Terry cloth.
Trouserings (cotton).
Tulle (cotton).
Turbans (cotton).
Turkey red cloth.
Tussor cloth (cotton) and Tussorette.
Twills (cotton), plain dyed, or printed.
Umbrella cloth (cotton).
Valencies.
Velvets (cotton).
Velveteen (cotton).
Venetian cloth (cotton).
Vestings or waistcoatings (cotton).
Voiles (cotton).
Zephyrs.

No. 1366/215 of the 11th August 1922.

From Chamber to Director-General of Commercial Intelligence, Calcutta.

I am directed to acknowledge receipt of your letter, No. 4803, dated the 25th July 1922 and its accompaniment on the subject of the revision of the list of imported cotton piece-goods.

2. In reply I am to state that my Committee have no modifications of the list forwarded with your letter under reply to suggest as they observe that it is merely a copy of the one which was in force prior to its discontinuance in 1919.

APPENDIX K-9.

IMPORT DUTY ON ARTIFICIAL SILK PIECE-GOODS.

No. 11 C. 6 of the 21st August 1922.

From Karachi Chamber of Commerce, to Chamber.

I am directed to ask you kindly to favour this Chamber with particulars as to the basis of assessment of duty on artificial silk piece-goods generally accepted in your Port.

The Chief Collector of Customs in Sind assesses such goods at 15 per cent. *ad valorem* on the ground that cotton piece-goods only are assessable to duty at 11 per cent. *ad valorem* under article 96 of the tariff valuation schedule, and states that as artificial silk piece-goods do not answer to this description, they are therefore assessable to duty at 15 per cent. under article 99 of tariff valuation schedule as "All other sorts of yarns and textiles fabrics not otherwise specified."

D. O. No. 1508–242 of the 28th August 1922.

From Chamber to Collector of Customs, Bombay.

The Karachi Chamber has asked me for particulars as to the basis of assessment of duty in the case of Artificial Silk piece-goods imported into Bombay. In Karachi, I understand, such goods are regarded as coming under Article 99 of the tariff valuation schedule and are accordingly assessed at 15 per cent. *ad valorem* instead of the usual 11 per cent.

As we have just received and approved a revised copy of the list of imported cotton piece-goods which presumably contains all classes coming under Article 96, and artificial silk piece-goods is not one of them, I presume the Karachi ruling is correct but should be very grateful if you would be good enough to confirm it by a reference to your own practice.

D. O. No. RSR/3965 of the 4th September 1922.

From Collector of Customs, Bombay, to Chamber.

Your D.O. letter No. 1508/242, dated 28th August 1922, regarding particulars as to the basis of assessment to duty of artificial silk piece-goods imported into Bombay.

I enclose herewith a copy of the Standing Order No. 3079, dated 17th July 1922, issued by me on the subject after consultation with all the other ports who were in agreement on the point.

No. 3079. NEW CUSTOM HOUSE,

BOMBAY, 17*th July* 1922.

STANDING ORDER.

Cotton manufactures containing an admixture of silk, artificial silk, wool or any other textile fabric, shall be assessed under Section 21 of the Sea Customs Act at the higher rate of duty applicable to

articles wholly composed of such fabric except when the quantity of the fabric dutiable at the higher rate is trifling and is inserted merely as embroidery or for similar decorative effect.

Doubtful cases should always be submitted for Assistant Collector, Appraising Department's decision. This order supersedes all Previous Departmental Orders on the subject.

1650/242 of the 16th September 1922.

From Chamber, to Karachi Chamber of Commerce.

I am directed to acknowledge receipt of your letter, No. 11 C. 6, dated the 28th August 1922, in which you ask for particulars as to the basis of assessment of duty in the case of artificial silk piece-goods imported into Bombay.

2. In reply I am to state that cotton manufactures containing an admixture of silk, artificial silk, wool or any other textile fabric are assessed in Bombay under Section 21 of the Sea Customs Act at the higher rate of duty applicable to articles wholly composed of such fabric except when the quantity of the fabric dutiable at the higher rate is trifling and is inserted merely as embroidery or for similar decorative effect.

No. PY/A of the 8th January 1923.

From Messrs. Ralli Brothers, Bombay, to Chamber.

As you are aware cotton goods containing Artificial Silk are assessed at the higher rate of duty, *viz.*, 15 per cent. applicable to goods fully composed of Artificial Silk, except when the fabric dutiable at the higher rate is only trifling, or is inserted for decorative effect or as embroidery.

We think that goods containing Artificial silk should not pay the higher rate of duty, as Artificial Silk is manufactured from wood pulp or cotton and is a very different material to real silk.

We have seen the Customs Authorities on the subject and suggested that they should fix a maximum percentage (in which case the importers would declare the percentage of Artificial Silk contained in their goods) on which the lower rate of duty would be applicable, but they would not agree to our suggestion, and informed us that it was left to the discretion of the Chief Appraiser to determine what was considered to be a trifling quantity of Artificial Silk used.

We have been asked, however, by the Customs Authorities to write in on the subject and the matter would be then taken up.

If you would like to have samples showing the amount of Artificial Silk contained in cotton goods we shall be pleased to furnish you with such samples.

We understand that the Bengal and Karachi Chambers of Commerce are taking up the matter with their respective Collectors of Customs, and we shall feel obliged if you will also do so with a view to reducing the rate of duty from 15 per cent. to 11 per cent.

No. 212 49 of the 26th January 1923.

From Chamber, to Messrs. Ralli Brothers, Bombay.

I am directed to acknowledge receipt of your letter, PY/A, dated the 8th January 1923, in which it is suggested that in the circumstances set forth therein, my Committee should approach the Customs Authorities with a view to the assessment for duty of goods containing artificial silk manufactured from wood pulp or cotton at 11 per cent., as in the case of cotton piece-goods, instead of at 15 per cent. as at present.

2. In reply I am to say that the suggestion in question has received the careful consideration of my Committee, in conjunction with the Import Sub-Committee of the Chamber, and that they are of opinion that the present system whereby cotton manufactures containing an admixture of

artificial silk are assessed at the higher rate of duty except when in the opinion of the Chief Appraiser the quantity of the artificial silk is trifling and inserted merely as embroidery or for similar decorative effect has operated equitably in practice. Moreover, when the Chamber was asked by the Director General of Commercial Intelligence in August 1922 to suggest such modifications of the list of imported piece-goods liable to duty at 11 per cent. as it might consider desirable, the Committee, after careful consideration of the specific instance cited in your letter, decided that no amendment of the list in the manner indicated was required.

3. I am, however, to add that my Committee will be pleased to re-open the question when, as it may be presumed, the list is submitted to them again for revision, probably in July or August of the present year.

APPENDIX K-10.

INTERPRETATION OF TERM "SILK VELVET."

No. 823-921-69 of the 11th March 1922.

From President, Civil Courts, Baghdad, to Chamber.

Will you kindly arrange for a report to be made on the two patterns "A" and "B" sent herewith.

"A" is the sample according to which this contract was made. "B" is the material actually made by the manufacturer. The question is whether the material "B" is up to the sample "A".

Your section on Testing Materials should be able to report. Please put the following questions :—

(1) Is the term "silk velvet" a Trade name or does it mean goods made of silk.

(2) Is "B" similar to "A" in respect of tissue and pattern. In aswering (2) attention need not be paid to exactness in shade as latitude is permitted in colour.

If you have no section in Testing Material your section on imported silk goods should be the appropriate one.

One hundred and fifty rupees are sent by draft on Eastern Bank toward cost of report. If further amount is required please communicate but kindly see that the report is not delayed for that reason.

No. 515-19 of the 31st March 1922.

From Chamber to Mr. R. D. England.

I am directed to inform you that the Committee of the Chamber have been requested to nominate an expert to submit a report on two patterns of velvet attached hereto, and to state that you have been nominated to deal with the matter.

I am to enclose a copy of the letter, in original, received from the President, Civil Courts, Baghdad, so that the report submitted by you may cover all the points on which your opinion is required.

Dated 3rd April 1922.

From Mr. R. D. England to Chamber.

In reply to your letter, dated 31st March, I enclose herewith my Report on the samples of Velvet submitted by the President of the Civil Courts, Baghdad.

I return herewith the samples and the letter from Baghdad.

Report by Mr. R. D. England on samples of Velvet sent to the Bombay Chamber of Commerce by the Court of the President, Civil Courts, Baghdad.

The President of the Civil Courts, Baghdad, in his letter to the Bombay Chamber of Commerce, dated 11th March 1922, encloses samples

of Velvet marked "A" and samples of Velvet marked "B" and asks the following questions:—

(*i*) Is the term "Silk Velvet" a Trade name, or does it mean goods made of silk?

(*ii*) Is "B" similar to "A" in respect of tissue and pattern?

My report is as follows:—

(*i*) Silk Velvet means goods made entirely of silk.

(*ii*) "B" is slightly inferior to "A" in tissue, but the patterns are similar.

No. 527-265 of the 4th April 1922.

From Chamber to President, Civil Courts, Baghdad.

I am directed to acknowledge receipt of your letter, No. 823-921-69 of the 11th March 1922 and to enclose herewith the report of the expert to whom your enquiry was referred by my Committee. I am also attaching hereto a receipt for Rs. 150 being the amount remitted by you as the Chamber's fees in the matter and am returning the sealed samples sent by you.

No. 186-15 of the 14th July 1922.

From British Chamber of Commerce, Baghdad, to Chamber.

I enclose herewith a copy of a letter addressed to this Chamber by one of its Members, regarding a case in which a certificate was applied for to you by the President of the Civil Courts, Baghdad. This certificate was duly granted by your Chamber on the 3rd April 1922. Further papers in this connection are also attached, which, we think, sets forth our Member's case.

2. You will observe that the matter will come up later here in the Court of Appeal, the basis of the appeal being an opinion obtained from the Manchester Chamber of Commerce, which considerably differs from the opinion expressed by your

Chamber. In the circumstances, I am directed by my Chamber to put the papers before you, in the event of your deciding to express a further opinion on the matter, in the light of the views given by the Silk Association of Great Britian and Ireland, Ltd., and the Manchester Chamber of Commerce.

3. I should be much obliged if you will let me hear from you as early as is convenient.

Dated 11th July 1922.

From Messrs. Herbert Whitworth, Ltd., Baghdad, to British Chamber of Commerce, Baghdad.

Referring to the matter we brought up at the last Chamber meeting regarding a case we had in Court and the Judgment given in same on the basis of expert opinion supplied by the Bombay Chamber of Commerce, the following are the details of the case.

The goods of an Indent for Silk Velvet were refused on arrival by the indentor. We sued the indentor for breach of contract and after various hearings, the whole case was reduced to two points. Expert opinion being required by the Court on these two points, the Court decided to refer to the Bombay Chamber of Commerce. At the time, we protested against this, contending that it was hardly likely that Bombay would have an expert with the necessary technical knowledge of a speciality article like Silk Velvet at the same time informing the Court that we considered the Manchester Chamber of Commerce the proper place to send to for expert opinion. This was overruled by the Court.

Copy of the report of the Bombay Chamber of Commerce is attached from which you will see the questions put by the Court and the decisions given. On this sole evidence, a case of Rs. 22,000 was decided against us.

We have applied in England for expert evidence on the two points put up to Bombay.

Regarding question 1, we attach copies of letters sent by our Head Office to the Silk Association of Great Britain and Ireland, Inc., London, and the original replies of the Association.

In its letter of May 25th, 1922, the Association writes:—

> "With regard to your enquiry as to the application of the words 'Silk Velvets' to textiles, I may say that the term could not properly be applied to goods which do not contain Silk."

This would appear to us a negative way of stating that goods which actually do *contain* silk—as opposed to goods made entirely of silk —could properly be described as Silk Velvet.

Under date May 29th, after receiving a cutting of the goods in question, the Association writes:—

> "The goods,.....as represented by the sample bit which you send me would be correctly described as "Silk" being made from Silk Waste."

As the report of the Manchester Chamber of Commerce, to which we shall next refer, states that the percentage of Silk in the goods in question amounts to under 20 per cent. it follows that the decision given by the adjudicator, to the effect that Silk Velvet must be made *entirely* of silk, is incorrect.

Regarding the second question relative to quality, etc., samples of the goods have been examined in the Testing House and Laboratory of the Manchester Chamber of Commerce and we attach the original report as also a duplicate.

It will be seen from this report that the only differences between basis and shipment samples are that the warp-threads in the shipment are slightly finer which is, however, counteracted by the weft-threads being slightly heavier. The summing-up, given in the statement of opinion, states that the shipment samples represent a satisfactory tender against the basis sample.

The adjudicator of the Bombay Chamber stated that there was a slight inferiority. We should have considered the report a more expert and technical one if it had stated where the inferiority lay.

We should be interested to know what methods were adopted in testing the two samples sent to Bombay, whether anything was done besides simply counting the threads and making a visual examination.

We attach three cuttings of the Velvets in question, the red one being from the original basis sample and the blue and green from the shipment samples. It is noticeable that they have a totally different feel in each case due to the different designs and embossings, although the goods are identical. It is possibly this difference that led the adjudicator astray when making his examination.

As a separate matter, we should be interested to know what facilities the Bombay Chamber has in the way of appliances and instruments, for testing textiles.

In view of the foregoing facts, it would appear that the opinions given by the Bombay Chamber to the Baghdad Court are in both instances incorrect. As this report was the sole evidence which decided

the case in question against us, we should deem it correct that the Bombay Chamber, after a full investigation of the documents we have supplied to you, modified or withdrew its original report.

We have appealed against the judgment given in the Lower Court and we wish to have the Bombay Chamber's further statement, in view of the facts since come to light, to supply to the Court of Appeal.

MANCHESTER CHAMBER OF COMMERCE TESTING HOUSE AND LABORATORY.

MANCHESTER, *May* 31*st*, 1922.

PARTICULARS OF EXAMINATION
and
Statement of Opinion.

4 SILK VELVETS.	Basis sample.	Delivery samples. Green.	Blue.	Red.
Dimensions of patt., approximately	17¼″×11″	each	17¼″×8″	
Wt. per sq. yd. as received	5·60 oz.	5·56 oz.	5·49	5·23
Dry Filling, per cent.	20·50	12·0	10·94	13·03
Wt. per sq. yd. pure (in correct condition)	4·45 oz.	4·89	4·89	4·55
Threads per inch, Warp, agv.	86·2	86·3	83·0	84·3-1·7
Threads per inch, Weft, agv.	76·6	74·3	80·0	73·0-·9
Counts of Warp, ground	23-9·8	2-46·	2 47·6	2·51·2×8·5
Counts of Weft	26·0	20·6	20·6	21·0-5·3
Percentage of silk on cloth (in correct condition)	18·0	19·7	18:4	17·5

STATEMENT OF OPINION.

From consideration of the foregoing results, and from visual examination of the samples, we should regard the "delivery samples" as constituting a satisfactory tender against the "basis sample."

Dated 24th May 1922.

Copy of letter from Herbert Whitworth, Ltd., Manchester, to the Silk Association of Great Britain and Ireland, Inc., London.

SILK VELVETS.—We take the liberty of approaching you with reference to the above description and shall be glad to know if it is

used as a trade term or does it mean that the goods must of necessity be of silk.

We enclose a stamped envelope for your reply and shall be exceedingly obliged if you will kindly give us your definition of the term.

Dated 25th May 1922.

Copy of letter from the Silk Association of Great Britain and Ireland, Inc., London, to Herbert Whitworth, Ltd., Manchester.

With regard to your enquiry as to the application of the words "Silk Velvets" to textiles, I may say that the term could not properly be applied to goods which do not contain silk.

I may say further that the application of these two words to Velveteens commonly called Velvets in the trade, would be an offence against the Merchandise Marks Act and it may be the duty of the Association in its arrangement with the Board of Trade to take up the matter with a view to prosecution of the offender should he use those words for goods which do not contain any silk.

Conviction and a heavy fine would be sure to follow any such prosecution which would be undertaken by the Board of Trade under the existing understanding with the Association.

I shall be very much obliged therefore, if you have evidence to this effect, if you would place the same in my hands when we would take up the matter at once.

Dated 27th May 1922.

Copy of letter from Messrs. Herbert Whitworth, Ltd., Manchester, to the Silk Association of Great Britain and Ireland, Inc., London.

SILK VELVETS.—We are in receipt of your letter of the 25th inst. for which we thank you and note what you write regarding the application of the words "Silk Velvets" in relation to textiles.

We may say that the question has arisen because goods, similar quality to the enclosed cutting, have been offered from the Continent for shipment direct to the East, and we shall be glad to learn whether, in your opinion, the words "Silk Velvets" can be applied to this cloth.

Copy of reply of the Silk Association, dated 29th May 1922.

The goods which you allege are being offered to the East direct from the Continent as represented by the sample bit which you send me would be correctly described as "Silk" being made from Silk Waste.

I may say, however, that even if this were not so, English law has no jurisdiction over a continental manufacturer who misdescribes his goods, the English law only having effect over misdescription taking place in this country.

No. 1429/19 of the 21st August 1922.

From Chamber to British Chamber of Commerce, Baghdad.

I am directed to acknowledge receipt of your letter No. 186/15, dated the 14th July 1922, and enclosure, with reference to a certificate granted by this Chamber upon the application of the President of the Civil Courts, Baghdad, in connection with a consignment of Silk Velvets.

2. In reply I am to state that this matter has been considered by my Committee and re-considered by the Expert who examined the goods and that they see no reason to alter the opinion previously expressed. At the same time, however, they consider it desirable to add that, from the facts as put before the Chamber by Messrs. H. Whitworth, Ltd., the Court has read into the opinion considerably more than it actually contained if, acting on that opinion, they have awarded cancellment. Both the basis and the supply were mixed velvet, *i.e.*, cotton and silk, and the difference was reported to be very small. In the circumstances therefore my Committee are of opinion that the case is one which would be adequately met by a small allowance.

No. 186/20 of the 18th September, 1922.

From British Chamber of Commerce, Baghdad, to Chamber.

I am in receipt of your letter No. 1429/19, of the 21st August 1922, with reference to the certificate issued by you,

on the application of the President, ot the Court of First Instance, Baghdad, in connection with a complaint of Silk Velvets, and note that the expert opinion who gave the opinions, as also your Committee, see no reason to alter the opinions expressed.

2. My Chamber disputes the ruling of your expert in regard to point (1) of your report, wherein he states that "Silk Velvets" means goods made *entirely* of Silk. This statement is very definitely refuted by the Silk Association of Great Britain and Ireland, Inc. in the opinion of which body "Silk Velvet" is a correct term for goods containing a proportion of Silk (see letter of the Silk Association of May 29th, 1922, a copy of which is in your possession). I am to ask whether your formerly expressed opinion on point (1) will be revised.

3. In India, and no doubt in many other countries, the case would have been met with a small allowance, as suggested by you; but no such thing exists in Turkish Law which is the law obtaining in the Courts of Iraq. By Turkish Law, a contract is or is not perfectly fulfilled. My Chamber, therefore, instructs me to enquire whether you are prepared to endorse the opinion of the Manchester Chamber of Commerce (a copy of whose certificate also is in your possession) to the effect that the goods tendered as per "shipment sample" represent a satisfactory tender against the contract, *i.e.*, against "basis sample."

4. Your replies to the two points above are of the highest importance to the case which is at present in the Court of Appeal, and I should be obliged if you would let me have your reply by return of post, if possible. The case has been postponed until reply arrives.

5. My Chamber agrees with you that the Court read far too much into your report, but it is a regrettable fact, as stated by Messrs. Herbert Whitworth, Ltd., that your report was the sole evidence on which judgment against them was given.

No. 1790/19 of the 5th October 1922.

From Chamber to Collector of Customs, Bombay.

I am directed to request you to be good enough to state, for the information of my Committee, whether the term "Silk Velvet" used in relation to goods which either contain a mixture of silk and cotton or have a ground work of cotton, is a correct trade description and in accordance with the provisions of the Merchandise Marks Act in that connection.

2. If, on the other hand, the use of the term "Silk Velvet" in regard to goods other than those which are made wholly of silk constitutes a false trade description I shall be glad if you will be so good as to advise my Committee under which section of the Manual, or Standing Order, the entry of goods so described into British India is prohibited.

3. As the matter is urgent I shall be glad if my Committee may be accorded a reply to the foregoing points at your earliest convenience.

R. S. R. No. 4513 of the 10th October 1922.

From Collector of Customs, Bombay, to Chamber.

With reference to your letter No. 1790/19, dated 5th October 1922, I have the honour to inform you that the terms "Silk Velvet" or "Pure Silk Velvet" when used in relation to goods containing a mixture of silk and cotton or to those composed of silk pile on a cotton base are considered to be false trade descriptions within the meaning of Section 2 (3) of the Merchandise Marks Act but the terms "Silk pile Velvet" or "Pure Silk pile Velvet" on such goods are not considered as objectionable. In this connection I enclose a copy of a notice, dated 24th March 1922, issued by this Department for the information of the public which was based on the latest orders issued by the Government of India on the subject.

2. I would point out that the importation of goods having applied thereto a false trade description is prohibited under Section 19 (*d*) of the Sea Customs Act and is punishable under Section 167 (8) of the same Act.

NOTICE.

It is hereby notified for the information of the public that the descriptions "Silk Velvet" or "Pure Silk Velvet" when used on velvets composed of silk pile on cotton base will as hitherto be considered false trade descriptions within the meaning of Section 2 (3) of the Merchandise Marks Act but the use of the trade description "Silk pile velvet" or "Pure Silk pile velvet" on such goods will not be considered as objectionable in future.

NEW CUSTOM HOUSE,
BOMBAY, 24*th March*, 1922.

J. A. STEVENS,
Collector of Customs.

No. 1847-265 of the 11th October, 1922.

From Chamber to British Chamber of Commerce, Baghdad.

I am directed to acknowledge receipt of your letter, No. 186-20, dated the 18th September 1922, with further reference to the certificate recently granted by this Chamber in connection with a consignment of Silk Velvets.

2. In reply I am to state that my Committee have again carefully considered their position in the light of the points emphasized in your letter under reply and that they are unable to alter in any respects the opinion expressed in their previous letter of the 21st August last.

3. With regard, however, to your Committee's inability to accept the expert's contention that "Silk Velvet" means goods made entirely of silk I am to enclose herewith, for their information, copies of correspondence which has passed recently between the Collector of Customs, Bombay and this Chamber in reference to the particular point under discussion.

No. A.C. 177–22 of the 4th October, 1922.

From President, Court of Appeal, Baghdad, to Chamber.

Some time ago your Chamber, at the request of the President of the Civil Court, Baghdad, had a report made by an expert on certain materials. The report was forwarded to the President of the Civil Court, Baghdad, in your letter No. 527–19 of 4th April, 1922.

The case in question has now come before the Court of Appeal.

With a view to amplifying the report formerly given, the Court of Appeal would oblige if further questions would be submitted to the expert, as follows :—

1. Are the materials sent herewith silk velvet or not ? If not, what are they ?

2. Do the said materials, or any of them, contain silk, and if so in what quantities?

3. Are such materials called by different names according as the proportion of silk is greater or less ?

I enclose a note for Rs. 5 to cover postage.

If any fee is payable in addition to the fee of Rs. 150 already paid, it will be sent to you on your informing me what fee is required.

It would be a convenience if an answer could be sent so as to reach here before November 20th, 1922.

No. 1937-265 of the 25th October, 1922.

From Chamber to President, Court of Appeal, Baghdad.

I am directed to acknowledge receipt of your letter, No. A.C. 177-22, dated the 4th October, 1922, with reference to the report recently made by an expert, nominated by this Chamber in that behalf, in connection with a consignment of materials described as silk velvets.

2. My Committee note that the case in reference to which the opinion was originally given has now come before the Court of Appeal who require that certain additional questions shall be submitted to the expert in amplification of his report.

3. In accordance with your request a further reference has been made to Mr. R. D. England, the gentleman nominated by my Committee, to make the original report, and I attach a memorandum setting forth the further questions and Mr. England's replies thereto.

4. At Mr. England's suggestion I am also to enclose herewith copies of correspondence which has recently passed between the Collector of Customs, Bombay and this Chamber in reference to the particular point under review.

Memorandum by Mr. R. D. England regarding certain questions asked by the President of the Court of Appeal, Baghdad, in his letter, No. A.C. 177-22, dated the 4th October 1922, to the address of the President, Chamber of Commerce, Bombay.

Questions.	Answers.
1. Are the materials sent herewith Silk Velvet or not? If not what are they ?	1. Under the Indian Merchandise Marks Act the materials cannot be described as silk Velvet. They are Silk Pile Velvet.
2. Do the said materials or any of them contain silk, and if so, in what quantities ?	2. The materials contain silk in similar quantities.
3. Are such materials called by different names according as the proportion of silk is greater or less ?	3. No; such materials when imported into India are usually called Silk Pile Velvet irrespective of the proportion that the silk bears to the total weight of the cloth.

APPENDIX L-1.

STATE VERSUS COMPANY MANAGEMENT OF RAILWAYS IN INDIA.

No. 1260-F of the 24th June, 1922.

From the Railway Department (Railway Board) of the Government of India, Simla, to Chamber.

I am directed to refer to Chapter VII of the Acworth Committee's report in which the question of the future management of Indian Railways is discussed. The Committee considered four possible methods of management, namely :—

(1) Management by English Companies.

(2) Management by a combination of English and Indian Companies.

(3) Management by Indian Companies ; and

(4) Management directly by the State.

They ruled out unanimously management by either of the first two methods, but they were equally divided on the alternative between management by Indian Companies and direct State management.

2. The question discussed is of immediate practical importance in connection with the future management of the East Indian Railway and Great Indian Peninsula Railway. The contract for the former Railway expires in December 1924 and that for the latter Railway in July 1925. It is therefore important to come to an early decision. Not all Local Governments / Chambers of Commerce are immediately interested in these two Railways, but the general question involved is so important that they will no doubt wish to express their views.

3. The Government of India at this stage do not propose to discuss the question at any length. It was fully discussed

in 1916 and further light has been thrown upon it by the Acworth Committee's report. Nor do they propose at present to commit themselves to either alternative. They will formulate their own conclusions on receipt of replies to this letter and after consulting the Central Advisory Council.

4. At a preliminary discussion however in this Council it was suggested that the consideration of the question would be facilitated if concrete schemes were prepared indicating on what lines Company management in India could be carried on in the event of the final decision being in favour of this form of management. Accordingly, two schemes have been prepared and are attached to this letter. The first scheme has been drawn up on the lines suggested in paragraphs 272-274 of the report. The second scheme is an attempt to show how Company management could be continued in India, if it were thought advisable, more or less on the same lines as at present, but with Companies domiciled in India. Both schemes have been drawn up with particular reference to the East Indian Railway. It will be understood that they are merely intended to serve as a basis for discussion.

5. One other point requires notice. In paragraph 250 of the report reference is made to the dangers of State management of Railways in a country which is advancing in the direction of democratic government. It has been suggested that these dangers could be obviated to some extent by the expedient of associating with the Agent of the Railway a Board of management much in the same way as major Ports are managed by Port Commissioners. The Government of India do not propose to comment on the obvious difference between a Port and a Railway, but I am to ask for an expression of opinion on the suggestion.

6. The subject is one of great importance, but it has been so fully discussed before that I am to express the hope that the Government of India may be furnished not later than 20th August next with the views of your $\frac{\text{Government}}{\text{Chamber}}$ on the following questions :—

(1) Should the management of the East Indian Railway and Great Indian Peninsula Railway on the expiry

of the present contracts be taken over by the State or entrusted to a Company domiciled in India ?

(2) If the latter alternative is preferred, what scheme of management is suggested ?

(3) In the event of State management being favoured, would it be possible to associate a Board of Directors with the Agent and if so, should the Board be composed mainly or entirely of business men ?

7. (To local Governments only) A copy of this letter is being sent direct to important Chambers of Commerce and they are being asked to send copies of their reply to the Local Government.

8. (To Chambers only). I am to ask that a copy of your reply may be sent to the Local Government for information.

SCHEME NO. I.

Purchase by or alternatively lease to a domiciled Company.

I. *Capitalisation of existing line.*—The Acworth Report gives two alternative proposals for the capitalisation of Government's interest in the exisitng Company, *viz.*:—

A. That if 6 per cent. be taken as the prevailing and estimated future value of money, the Government share be capitalised on this basis and that the line be valued at Rs. 134 crores. The Company to have a nominal capital of Rs. 134 *plus* 50 crores and that of the proposed additional capital, say Rs. 25 crores, bearing a Government guarantee of 1 per cent. below current Government of India Loan rate, be called up in the first few years. Under this arrangement both the annuities and existing debenture interest would be a liability of Government.

B. That the Government share be taken as the existing book value of the line. The annuities and debenture interest to be a charge on the lines earnings and that Government receive, say the first 1-3rd of surplus profits before division in return for their uncapitalised good will.

Of these two schemes A is the more satisfactory. It leaves a clear *pro rata* division of profits which would be more attractive to the investor than the alternative and more complicated proposal.

Scheme A may therefore be taken as the basis for working and a new company may be formed somewhat on these lines.

II. *Proposed Company.*—1. Authorised capital Rs. 200 crores. Issued capital Rs. 123 crores—issued to Government as fully paid up. This capitalises the line on a 6½ per cent. basis. Six per cent. is rather low, bearing in mind that Government are paying 6·6 per cent. for their own loans and that heavy capital expenditure is contemplated which presumably will not bear immediate fruit. However, it would be for Government and the proposed company to come to terms on this point.

2. Company to raise additional capital as required and as market conditions render advisable up to an amount to be specified by Government.

3. Government to guarantee interest at 1 per cent. under the issue rate of their last loan. The question arises here as to whether Government would demand any consideration for their guarantee. As the guarantee should enable the Company to raise share capital on more favourable terms than would otherwise be possible, Government as shareholders really receive a substantial *quid pro quo* but if necessary it could be arranged that they should receive, say 1-4th of the extra outside shareholder's profits after, say 8 per cent. had been paid.

4. Government to have the right to put up additional capital at any time at par. Shares offered to the public later to be issued at a premium if results and market conditions render this possible.

A suggestion has been made that the Company may, before taking over the management put up 1-20th of the capitalised value, that they may in each subsequent year, find half of the additional capital until they have raised 1-3rd of the total capital and that thereafter they be responsible for finding 1-3rd of the capital yearly. It is considered, however, that this is too rigid, both as to proportion and period.

(*a*) When Government is in funds they may wish to increase their holding. When faced with a deficit they might prefer to let the Company finance itself entirely for a few years. Fixed proportion is not therefore considered desirable.

(*b*) The Company need not also be committed to yearly issues. On a favourable market it might be advisable to issue shares to cover capital expenditure requirements for two or even three years, and they need not be precluded from doing this.

5. *Termination.*—Government to have the right to acquire the outside shares at periods of ten years on 12 months' notice at par or at an agreed valuation whichever be the greater. As a valuation it is suggested that the average earnings of the three years immediately preceding termination be capitalised at ½ per cent. over the Government of India loan rate for the year of termination. That is to say, if

the average earnings of the three years be 7¼ per cent. and if the Government Loan be at 6¼ per cent. tax-payable, then the value of the shares would be $100 \times 7\frac{1}{4} = 725 \div 6\frac{3}{4} = 107.4$.

6. *Board of Directors* :—To be located in Calcutta. The Acworth Committee propose 5 and 5, including a Government chairman with a casting vote. A company chairman would certainly be preferable from the shareholders' point of view. How would 5 Company and 6 Government do, with a chairman appointed from the 5 Company Directors ?

7. *Government Control.*—It will be noted that under the proposed scheme Government retains effective control throughout. As the preponderating shareholder it can prevent issues of capital, it can never be outvoted at a General Meeting and is in short in the same position as any other controlling interest in a commercial concern.

8. *Debentures.*—On a favourable market Debentures might be issued. Existing Debentures bear a very small proportion to the total capital and if, under the re-capitalisation scheme, the Government take over the Debenture liabilities, then the balance sheet is clear of Debentures except as a contingent liability. There is a great field here for the attraction of new money, particularly foreign money.

III. *Other Railways.*—No scheme for taking over the East Indian Railway can be considered as really satisfactory if it meets only one case but leaves unsolved the problems that will arise in the case of other and less profitable railways. The re-capitalisation basis, however, will be applicable to all Railways which are sufficiently sound financially to warrant the formation of a company at all. In the case of the East Indian Railway Government increases its assets very materially. In the case of other railways it might be necessary to capitalise at book cost or even less, but at any rate it should be possible to establish a basis at which a company can be formed and outside capital attracted.

Note.—If the Government consider it better that the State should continue to own the line the above scheme could be adopted to meet this condi ion.

SCHEME NO. II.

LEASE TO A DOMICILED COMPANY.

Part I.—*Fundamental Conditions.*

I. *Constitution*—

(1) Company to be domiciled in India and its capital to be rupee capital raised in India.

(2) Government to nominate half of the Directors including one entitled "Government Director" who will have the power

to stay action in respect of any decision of the Board of Directors pending a reference to Government.

The appointment of "Managing Director" to be made by the Company subject to the approval of Government.

(3) At least half of the total Directorate whether nominated or not to be Indian.

II. *General terms of lease*—

(1) The line and its equipment which is the property of Government to be handed over to the Company to work for a specified term of years subject to conditions stated hereafter.

(2) The Company's capital to be treated as a loan to Government on a definite guarantee of interest and carrying in addition a right to a share proportionate to subscribed capital in the annual profits subject to the condition that if in any year the total amount so payable to the Company including the guarantee exceeds 8 per cent. on their capital the excess shall be divided in proportion of 75 per cent. to Government and 25 per cent. to the Company. The term annual profits in this respect to mean gross receipts less—

(*a*) working expenses including renewals,

(*b*) guaranteed interest payable to the Company,

(*c*) interest payable on debentures if any,

(*d*) interest or annuity payable by Government in respect of its holding.

Note.—These proportions to be subject to consideration in each case.

3. The contract to be terminable on twelve months' notice by Government if in their opinion the property is being mismanaged and the Company are unable or unwilling to carry out the wishes of Government in this respect. The right of Government to exercise this power of preliminary purchase will be subject in case of dispute to arbitration by a special tribunal convened for the purpose consisting of—

Chairman.—A High Court Judge.

Members.—(1) A nominee of Associated Chambers of Commerce.

(2) A nominee of the Legislative Assembly.

The decision of this tribunal to be binding on both parties and if purchase is decided upon the Company will be entitled to receive from Government the par value of their capital. On expiry of the full terms of the contract Government to retain the right to pay out the Company at par.

III. *Finance*—

(1) The Government to undertake to provide the capital which is in their opinion necessary from time to time for the equipment and improvement of the undertaking, but to retain the right to call upon the Company to increase their contribution at any time to the extent of the authorised capital or to preserve the proportion which existed when the contract was entered into.

(2) The Company to prepare and submit each year in advance for approval of Government a budget showing their proposed expenditure both Capital and Revenue and their anticipated earnings and to undertake that their subsequent operations do not deviate from this estimate except to such extent and in such matters of detail as may from time to time be authorised.

(3) The Company to prepare and furnish such accounts as Government may require and the financial proceedings of the Company to be subject to such Government audit as may be prescribed.

IV. *Maintenance and Administration*—

(1) The Company to undertake to arrange for the maintenance and equipment of the property to a standard approved by Government.

(2) Government to have the right to require the Company to run such trains at such rates of speed and with such accommodation as in their opinion the public convenience requires.

(3) The rates and fares to be charged to be fixed by the Company subject to certain maxima and minima prescribed by Government and subject also to the condition that Government retain the right to require the Company to alter any rate or fare if it is in their opinion inequitable or not in the public interest. In case of dispute the necessity for alteration in any such rate to be referred to the Rates Tribunal whose decision in the matter will be final.

(4) The Company to undertake to perform all such services for conveyance or otherwise of postal, military police or other Department of Government as they may be required to do and to give preference to such traffic if so required. The rates to be charged for conveyance of such traffic to be subject in case of dispute to decision by the Rates Tribunal.

V. *Staff and Stores*—

(1) The Company to undertake to maintain sufficient staff to the satisfaction of Government and to have full powers to

appoint such staff subject to the condition that the assent of Government is required to the scale of pay to all staff drawing Rs. 500 per mensem and over.

(2) The Company to be entrusted ordinarily with discretion to purchase materials required for the upkeep and working of the line subject to the condition that Government retain the right to require the Company to utilise the Government agency for this purpose in respect of any particular classes of articles or to interfere if in their opinion the quality or price of articles purchased by the Company is such as to prejudice effectual and economic working or maintenance, or if purchases are being made abroad of articles which would have been as economically and equally well obtained in the country.

In case the Company is required under this clause to utilise the Government agency for purchase, such agency to be under an obligation to comply with the Company's specifications as to standard and design.

VI. *Arbitration*—

An arbitration clause to be included in all contracts providing for this function being exercised by a definitely constituted Tribunal.

PART II.

APPLICATION OF CONDITIONS TO EAST INDIAN RAILWAY.

I.—*Property*—

(1) Main line	2,459	Miles	Owned by Government.
(2) Delhi-Umbala-Kalka Railway.	206	,,	..Owned by Delhi-Umbala-Kalka Railway Company.
(3) Jind-Panipat ..	26	,,	..Owned by Jind Durbar.
(4) South Behar Railway.	79	,,	..Owned by South Behar Railway Company.

II.—Administrative Arrangements—

(1) Government to resume working of (1) from existing Company and hand it over to the new Company to work.

(2) Government to enter into a contract with the new Company to work the lines comprised in items 2, 3 and 4 above on present or revised terms.

III.—New Company—

Board—1 Managing Director.

9 Directors—

(*a*) Five of the total Board to be nominated by Government.

(*b*) At least half of the Board to be Indians of whom the Company are required to nominate not less than two.

(*c*) The appointment of Managing Director to be made by the Company subject to Government approval.

IV.—Tenure—

The line to be handed over to the Company to work for 25 years subject to conditions in Part I.

V.—Financial—

(1) The Government capital in the concern to be taken at 90 crores or such figure in excess of that amount as will correctly represent the total liability incurred by Government on the railway at the date of handing over.

(2) The authorised capital of the Company to be 10 crores of which 5 crores shall be paid up and the balance issued in such instalments as Government may approve.

(3) The Company's share of capital for the purposes of profits to be taken as the average paid up capital at their credit during the previous 12 months.

(4) The following liabilities to be taken as a first charge against gross receipts before division of profits :—

(*a*) Working expenses including provision for depreciation of capital assets.

(*b*) Payment to worked lines on account of their share of profits.

(*c*) Payment to Government of 360 lakhs or such sum as is hereafter decided to cover Government liability for interest and annuity in respect of the property.

(*d*) Guaranteed interest on Company's capital at 4 per cent.

5. The balance after providing for these liabilities to be divisible between Government and the Company in proportion of respective shares of capital referred to in (1) and (2) above subject to the condition that if the Company's share of profit together with the guaranteed interest at 4 per cent. shall in any year be in excess of the amount required to pay 8 per cent on the paid up capital of the Company such excess shall be divisible in proportion of 25 per cent. to the Company and 75 per cent. to Government.

No. 1380-185 of the 14th August 1922.

From Chamber to the Government of India, Railway Department, (Railway Board), Simla.

I am directed to acknowledge receipt of your letter, No. 1260-F., dated the 24th June 1922, and its accompaniments in which the views of my Committee are invited on the following points in connection with the general question of the future management of railways in India :—

(1) Whether the management of the East Indian Railway and Great Indian Peninsula Railway, on the expiry of the present contracts in 1924 and 1925, respectively, should be taken over by the State or entrusted to a Company domiciled in India ;

(2) What scheme of management should be adopted in the event of the latter alternative being preferred ;

(3) Whether in the event of State management being favoured, it would be possible to associate a Board of Directors with the Agent and, if so, whether the Board should be composed mainly or entirely be of business-men.

2. At the outset I am to state that my Committee adhere strongly to the views expressed by the Chamber in 1916 and 1918 when, whilst realising that there were possible advantages in the simultaneous existence of both system of management, it definitely declared itself in favour of company management in preference to management by the State.

3. My Committee have carefully considered the recommendations contained in the Report of the Indian Railway Committee, 1920-21, which has since been issued, and can see nothing therein to cause them in any way to alter their opinion as above expressed. In the main they are in agreement with the arguments and proposals advanced in paragraphs 248-310 of the Report (Section 3, Chapter VII) and would emphasise particularly the dangers inherent in any system of State management which are mentioned in paras. 250, 254, 265 and 266. The history of State railways in other

countries seems to prove that the dangers in question are very real and my Committee believe that these considerations should have very special weight in determining the question of railway management in India at the present time.

4. My Committee would also draw special attention to a further danger for India which is likely to arise out of the general adoption of State management. Recent political developments have increased very considerably the responsibilities of the Central Government and the burden of work which falls upon its individual members, and my Committee would view with apprehension the further increase of these responsibilities which an extension of railway management by the State would inevitably involve. Such an extension must react unfavourably not only upon the railways but also upon the general administration of the country.

5. All of the foregoing considerations appear to apply to the future management of both the East Indian and Great Indian Peninsula Railways and my Committee are, therefore, opposed to the proposal that the management of these railways should be undertaken directly by the State. They emphasise this particularly in the case of the G. I. P. Railway, in the efficient management of which Bombay is especially concerned. Their interest in the E. I. Railway is not so direct and, as regards that railway, Government will no doubt attach greater weight to the views expressed by the commercial and industrial interests of Calcutta. At the same time my Committee feel that the views of this Chamber should be accorded the fullest consideration in view of the importance to Bombay industries of the coal carried by the East Indian Railway.

6. The question of the particular scheme of company management which should be recommended for adoption is one of great difficulty, but my Committee feel that there is one principle to be borne in mind in reaching a decision on this point, *viz.*, that the company shall be freed from all unnecessary Government control. The ideal would, no doubt, be a purely commercial company which should take over the railway as its own property and manage it as such.

In view of the very large amount of capital involved, however, my Committee realise that such an ideal is financially impossible of attainment unless the Board of the company and its control are in London. As, however, it has already been decided that London Boards must cease to exist, Government must remain a shareholder, and a predominating shareholder, for many years to come. But this need not necessarily prevent the company from managing the railway upon lines which shall reduce to a minimum the necessity for Government interference and, in effect, cause it only to be exercised through the appointment of directors and legislation concerning rates and matters of public safety.

7. My Committee are strongly of opinion that the above should be the limit of Government interference, but at the same time they have come to the conclusion that the capital likely to be required by the railways of India will not be forthcoming without some Government guarantee. Although such a guarantee need not necessarily involve an extension of Government control, they realise that, in view of the amount at stake, it is most unlikely that, in the present state of politics, Government will be prepared to hand over control of its own capital, and also assume a heavy liability for the capital of others, without intervention of a more direct nature than will necessarily result from its position as a predominating shareholder.

8. After full consideration my Committee are of opinion that the management should be entrusted to a company organised somewhat on the lines of Scheme I put forward in your letter under reply. My Committee, however, consider that that scheme needs certain modifications and they, therefore, append to this letter a draft of a scheme showing the lines on which they consider that the company should be constituted. They have added to their scheme such notes as they think necessary to explain its various provisions and the circumstances in which they are suggested. They believe that the system which they propose, while protecting Government interests, would give the company sufficient freedom of action to secure a conisderable number of the undoubted advantages of a free proprietary company.

9. My Committee feel moreover that, in drafting this scheme, they have provided for as much protection of Government interests as is necessary without imposing too strict a control. In the event, however, of Government deciding that a more rigid control must be imposed on the company, the advantages of company management will become somewhat problematical, particularly if the existence of the company is likely to cause political feeling strong enough to give a sense of insecurity to the shareholders.

10. Whilst adhering strongly to their previously expressed opinions my Committee would urge upon Government that, in the event of political considerations making State management essential, every possible step should be taken to prevent the railways becoming a pawn in the political game. To guard against this danger it would probably be best to hand over, as a tentative measure, the management of the railway undertakings to a Board of Trustees constituted upon the lines of the several bodies controlling the interests of the major ports in which event my Committee will no doubt be afforded an opportunity of expressing their opinion on the constitution and powers of such Boards. In the meantime, and as a matter of principle, my Committee would urge that these Boards should be given the fullest powers to manage the railways as seems to them best and, in particular, that Government's interference with the appointment and remuneration of the railway employees should be reduced to the absolute minimum as in this direction lie some of the greatest dangers to be apprehended in the political future of India.

ANNEXURE.

(Vide *Paragraph* 8).

REMARKS.	PROPOSED SCHEME. (The present undertaking to be purchased by a domiciled Company).
I.	I. CONSTITUTION.
(1) There appears to be no reason why the Company should not be given the option of raising capital in England as well as in India.	(1) The Company to be domiciled in India and its capital to be rupee capital, raised either in India or in England.

ANNEXURE—*contd.*

(Vide *Paragraph* 8)—*contd.*

REMARKS.	PROPOSED SCHEME.
	(2) The Board of Directors to consist of 10 members of which not less than half shall be Indians.
(3) In the case of a Board constituted as proposed in the scheme, the Chamber does not consider it necessary to endue one of the Directors nominated by Government with the power of veto but this may be provided for if required.	(3) Government to nominate five Directors so long as Government are the predominating shareholders and the remaining five to be appointed by the non-Government shareholders.
	(4) The Chairman to be appointed by the Board from amongst their own body and be given a casting vote.
	(5) A General Manager to be appointed by the Board subject to the approval of Government and to attend all meetings of the Board without the power to vote.
II.	II. CAPITALISATION.
	(1) The present Government share in the undertaking to be capitalised on the basis of 6 or 6½ per cent. as may be arranged between Government and the Company, a full allowance being made for all deferred renewals.
(2) Government thus become an actual shareholder in the Company. An alternative would be to provide for part-payment to be made in the form of debentures.	(2) The equivalent of the capitalised value of Government's portion of the line to be issued in fully paid shares to Government.

ANNEXURE—*contd.*

(Vide *Paragraph* 8)—*contd.*

REMARKS.	PROPOSED SCHEME.
(3) If it be considered necessary that Government should remain the preponderating shareholder a limit to the amount of the further capital issued to the public may be fixed. This, however, seems undesirable and it would probably be better for arrangements to be made whereby the public shall ultimately take over the shares held by Government.	(3) Further capital as required to be issued to the public by tender, not below par, provided that if it is not taken up by the public, Government shall have the right to take it up at par.
(4) It is preferable that all issues of share capital should be on the same basis as regards guaranteed and preferential dividends as a series of issues on different terms would probably narrow the market for the shares.	(4) Interest at 4 per cent. per annum to be guaranteed by Government and the non-Government shareholders to be entitled to a further 1 per cent. before any payment shall be made to Government on account of its holding. (5) Debentures to be issued, if deemed fit, on a favourable market.
III. (*a*) Although not less than 25 years is suggested, the Chamber considers that 50 years is a more reasonable period as capital sunk in railways fructifies slowly and no Company could embark upon large constructive schemes without security of tenure. (*b*) It may be advisable, in this connection, also to fix a maximum price.	III. TERMINATION. Government to have the right to acquire all the Company's shares at the termination of periods of not less than 25 years, (*a*) on 12 months' notice being given, at an agreed valuation based on the average earnings of the undertaking for the three years immediately preceding such periods provided that the repayments value shall not be less than the par value. (*b*) The average earnings in question to be capitalised at $\frac{1}{2}$ per cent. over the Government loan rate for the year in which the purchase is made, that is to say, if the average earnings for the three years be $7\frac{1}{4}$ per cent. and Government loan rate be $6\frac{1}{4}$ per cent taxable, the repayment value of the shares shall be $100 \times 7\frac{1}{4} = 725 + 6\frac{3}{4} = 107 \cdot 4$.

ANNEXURE—*contd.*

(Vide *Paragraph* 8)—*contd.*

REMARKS.	PROPOSED SCHEME.
IV.	IV. DIVISION OF PROFITS.
	The gross receipts to be disposed of as follows, in the order named :—
	(*a*) Payment of working expenses, including provision for depreciation of capital assets.
	(*b*) Payment to worked lines, if any, on account of any sum due to them under their contract.
	(*c*) Debenture interest.
(*d*) If the profits are insufficient to meet this payment, Government should make good the short fall.	(*d*) Payment of guaranteed interest at 4 per cent. on the Company's capital other than Government's share thereof.
	(*e*) Payment of a further 1 per cent. preferential dividend to non-Government shareholders.
	(*f*) Payment of the balance to Government up to 5 per cent. on Government's paid up shares.
(*g*) The proportions mentioned would, of course, be subject to arrangement in each instance.	(*g*) The balance, if any, remaining to be divisible between Government shareholders in the proportion of their respective holdings, subject to the condition that Government shall receive $\frac{1}{4}$ of the non-Government shareholder's proportion of any surplus profits there may be after, say, 8 per cent. shall have been paid.

ANNEXURE—*contd,*

(Vide *Paragraph* 8)—*contd.*

REMARKS.	PROPOSED SCHEME.
	V. MAINTENANCE AND ADMINISTRATION.
	(1) Rates and fares to be charged, to be fixed by the company subject to certain maxima and minima prescribed by Government and subject also to the condition that Government shall retain the right to alter any rate or fare if, in their opinion, it is inequitable or not in the public interest. In the case of a dispute as to the necessity for alteration in any such rate, reference to be made to a Rates Tribunal, whose decision in the matter shall be final.
	(2) The Company to undertake to perform all such services for the conveyance or otherwise of postal, military, police or other departments of Government as they may be required to do, and to give preference to all such traffic if so required. The rates to be charged for the conveyance of such traffic to be subject, in any case of dispute, to decision by a Rates Tribunal.
	(3) The Company to undertake to maintain sufficient staff to ensure an efficient service and to have full powers to appoint such staff and to fix their remuneration.
	(4) The Company to be entrusted with powers to purchase all material, rolling-stock and plant required for the construction, upkeep, good working and development of the undertaking.

ANNEXURE—*contd.*

(Vide *Paragraph* 8)—*contd.*

PROPOSED SCHEME.	REMARKS.
(5) The Company to prepare and submit each year in advance, for the approval of Government, a budget showing their proposed expenditure, both capital and revenue, and their anticipated earnings and subsequently to advise Government of any material alterations that seem likely to occur in their programme.	
(6) The Company to prepare and furnish such accounts as Government may require, and the financial proceedings of the Company to be subject to such Government audit as may be prescribed.	
(7) Government to undertake to acquire such land as may be required from time to time for the purposes of the undertaking.	

APPENDIX L-2.

BOMBAY—SIND CONNECTION RAILWAY.

No. B. S. 281, 22nd March 1922.

From the Engineer-in-Chief, Bombay-Sind Connection Railway, Mount Abu, to Chamber.

Certain developments have reopened the question of a Bombay-Sind Railway Connection.

It is apparent that the important factor, that will decide whether such a railway connection is a practical proposition or not, is the estimate of through traffic that such a line will carry.

2. Proposed route for this Broad-Gauge connection will not only abolish double transhipment between Broad-Gauge and Metre-Gauge, but will reduce through distances.

Ahmedabad-Hyderabad (Sind), at present 571 miles, will be reduced to between 372 and 442 miles, Bombay-Karachi, at present 992 miles, will be reduced to between 792 and 862 miles.

The shorter through route involves a longer length of construction and greater capital expenditure, and eventual choice will partially depend on estimated traffic.

3. I should like to receive an opinion on the following points:—

(*a*) Proportion of existing Sea-carried trade between Bombay and Karachi that such a through railway connection may be estimated to capture and carry within three years of opening.

(*b*) Anticipated nature of such trade.

(*c*) Separate figures for the longer and shorter through routes, with an opinion on the affect of extra length, on the volume of through trade.

4. I have stated above the points on which I would like an opinion—even a general opinion—from a Chamber of Commerce to whom the possibility of a Bombay-Sind through Broad-Gauge Railway connection is presumably a matter of some interest.

I should be much obliged if you would acknowledge this and let me know whether I may expect to receive any opinion on the subject.

No. 487-119 of the 30th March 1922.

From Chamber to the Engineer-in-Chief, Bombay-Sind Connection Railway Survey, Mount Abu.

I am directed to acknowledge receipt of your letter, No. B. S./281, dated the 22nd March 1922, and in reply to state that the matter under reference is receiving the careful consideration of my Committee.

2. In the meantime, however, I am to say that it will greatly facilitate consideration of the specific points raised in your letter if you will be good enough to submit a route showing the alignment of the routes to which you refer.

No. B. S./4. 3rd April 1922.

From Engineer-in-Chief, Bombay-Sind Connection Railway, Mount Abu, to Chamber.

Many thanks for your No. 487-119 of 30th March 1922.

The route question has not got to the point at which I can say that any alignment is definite.

I have given you the apparent limits of distances according to the various possible routes through Ahmedabad and Hyderabad Sind.

One or other limit is likely, but routes in between these limits have to be investigated, and I have a traffic officer investigating local traffic questions.

I am thus unable to give you a sketch. As however the points I have referred are connected with through trade only, it is the distances which I have given you, that affect these points, the actual alignment of the route being of no consequence.

No. 731-119 of the 10th May 1922.

From Chamber to the Engineer-in-Chief, Bombay-Sind Connection Railway Survey, Mount Abu.

I am directed to acknowledge receipt of your letter, No. B. S./4, dated the 3rd April 1922, with further reference to the question of the extent to which either of the proposed new through Broad-Guage connections between Bombay and Sind are likely to capture the existing sea-carried traffic between Bombay and Karachi.

2. In submitting, at your request, the following expression of their opinion with regard to the possibilities of the proposed new routes I am in the first instance to state that my Committee assume that, whichever route is finally decided upon, it is not the intention of the Railway Board to embark upon its construction at any rate in the near future as they feel that the present state of Government's revenues does not permit of any portion of the available funds being diverted to new schemes so long as the efficiency of the existing systems still leaves so much to be desired.

3. Subject to the foregoing proviso, however, my Committee are in favour of the construction of a through Broad-Gauge connection between Bombay and Sind upon general grounds but the enquiries which they have made here disclose the fact that, in the opinion of those best able to judge, the proportion of the existing traffic which is likely to be diverted to either of the proposed new routes is negligible. Any great advantages likely to be derived from the construction of the lines in question would accordingly appear to be confined to the travelling public and the postal authorities, to whom the reduction in the transit time between Bombay and Karachi would undoubtedly be in the nature of a benefit.

4. The reasons which have led my Committee to arrive at the above conclusions are mainly the fact that the existing traffic between the two principal centres as a whole is not large, while the cheapness of the sea freight and the comparatively unproductive areas which the new line would serve

are additional factors of decisive importance in estimating the extent to which the undertaking is likely to become a profitable one.

5. As far as my Committee can ascertain, the only article produced in Sind in sufficient quantities to merit consideration is cotton while the bulk of the exports from Bombay to markets north of Hyderabad consists of Indian piece-goods. With regard to the former commodity my Committee understand that most of the cotton produced in Sind is exported to foreign countries direct from Karachi and the amount exported direct to Bombay is so small as not to render the new line of much service in that connection.

6. The majority of Indian piece-goods exported from Bombay to Karachi, and thence to the Sind, Baluchistan, Punjab and the North Western Frontier markets, are carried for the first part of the journey by sea and afterwards over the North Western Railway, and a comparison between the freight rates for the existing route and the proposed new all-rail routes reveals the fact that, even after allowing for the proposed reduction of 200 miles in the rail mileage, there still remains a very appreciable margin in favour of the existing part-sea, part-rail route.

No. B. S./150 of the 15th May 1922.

From the Engineer-in-Chief, Bombay-Sind Connection Railway, Mount Abu, to Chamber.

Many thanks for your No. 731-119 of 10th May 1922.

2. As Government has published the fact that there will be no capital expenditure on new lines for five years, the budget being 30 crores a year for existing lines or lines already under construction, it may be assumed that this line will not be constructed for at least 5 years, and presumably not until the Sukkur Barrage Scheme is in hand.

Various competing branch line proposals were submitted to the Railway Board and the Railway Board felt that it was

necessary to decide the through route before these could be dealt with.

3. I have now obtained figures as regards the Sukkur Barrage Scheme which may enable you to give me figures of possible traffic.

The main area affected by the scheme may be taken as north of a line running east and west through Hyderabad-Sind, with an average Railway lead of one hundred miles from Hyderabad.

This means an average Railway lead to Karachi of 210 miles, to Ahmedabad by present route of 671 miles with transhipment from broad-gauge to metre-gauge, and an average Railway lead by proposed Bombay-Sind Railway to Ahmedabad, without transhipment of between 472 and 542 miles.

In the area affected, which excludes the Fuleli Canal estimated quantities available at present for export, and to be available after thirty years for export are given below:—

At present available for export from district on average:—

Cotton	.. 52,000	tons.
Rice	.. 90,000	do.
Wheat and Barley	.. 21,000	do.
Oil seeds	.. 8,000	do.

Available in 30 years after completion of Sukkur Barrage:—

Cotton	.. 195,000	tons.
Rice	.. 227,000	do.
Wheat and Barley	.. 823,000	do.
Oil seeds	.. 91,000	do.

4. From these figures you will see that, as regards any material from the Sukkur Barrage that Bombay may absorb,

it is not a case of comparing Railway freight with sea freight between Karachi and Bombay but of comparing Railway freight for between 782 and 852 miles average lead from Sukkur Barrage Canals, with Railway lead of 210 miles average *plus* sea freight Karachi to Bombay, transhipment and landing charges.

I do not know how a Railway lead of between 782 and 852 miles compares with the distance from which Bombay at present imports cotton for manufacture and food, but I understand that in the past such items were imported from greater distances, and that for this reason Bombay may obtain them from the Sukkur Barrage District.

5. It is of the utmost importance that figures of estimated traffic should be obtained from sources that are authoritative; without such figures there appears little likelihood that this line will ever be built.

I therefore ask that the case be reconsidered in the light of the extra information given above and that figures of probable traffic may be given me.

No. 814/119 of the 26th May 1922.

From Chamber to the Engineer-in-Chief, Bombay-Sind Connection Railway Survey, Mount Abu.

I am directed to acknowledge receipt of your letter, No. B. S./150, dated the 15th May 1922, and in reply to state that whilst my Committee appreciate the information afforded them therein they regret that they are not in a position at the present juncture to supplement the information given in their previous letter. At the same time, if the matter is referred to them again at a later stage, they will endeavour to undertake any further enquries that may be practicable.

APPENDIX L-3.

RAILWAY RISK NOTES.

PROPOSED REVISION.

No. 505/T/21 of the 15th April 1922.

From Railway Department (Railway Board) of the Government of India, Simla, to Chamber.

I am directed to address you with reference to the following Resolution which was adopted by the Legislative Assembly on the 9th March 1922 :—

> "This Assembly recommends to the Governor-General in Council to appoint a Committee of officials and non-officials with a majority of Indian non-officials to consider the revision of Railway Risk Notes."

2. In pursuance of the terms of this Resolution the Government of India have appointed a Committee consisting of the gentlemen named below, who will consider the question of the revision of Railway Risk Notes and submit a report in due course :—

1. Mr. T. V. Shishagiri Ayyar, M.L.A., Chairman.
2. Rao Bahadur C. S. Subrahmanyam, M.L.A.
3. Mr. Manmohandas Ramji, M.L.A.
4. Mr. A. M. Clark, Member, Railway Board.
5. Mr. C. V. Bliss, C.I.E., Secretary, Indian Railway Conference Association.

3. As a preliminary to their deliberations the Committee have decided to invite the opinion of Local Governments and Administrations, Railways, and Chambers of Commerce and other public bodies who may be interested in this question on the term; construction and application in practice of the

Risk Notes in use at present, and I am to ask that the Committee may be favoured with *the views of your Association* on the subject of their terms of reference.

4. I am to say that while it is the intention of the Committee to review all the existing forms of Railway Risk Notes representations which have been received by the Government of India from time to time in connection with this matter have been concerned principally with the following points, and I am to request that these points may receive your special consideration :—

(*i*) Whether the principle of throwing the onus of proof on the consignor in a claim for compensation arising out of the loss of goods entrusted to a Railway Administration for carriage requires modification (this refers specially to the terms of Risk Note forms *B* and *H*.).

(*ii*) Whether the words loss, destruction or deterioration used in the Risk Note forms should be altered or added to or defined in such a manner as to secure for the consignor the right to compensation (for the loss of the whole or part of the consignment) for the above arising from the wilful neglect or criminal acts of the servants of the Railway Administration.

5. I am to add that the Committee propose to meet in Simla during the first week of June, and to request that observations or suggestions on the subject of this letter may be addressed to the Secretary, Railway Board, so as to reach him not later than the 31st May 1922.

No. 825/34 of the 25th May 1922.

From Chamber to the Railway Department (Railway Board) of the Government of India, Simla.

I am directed to acknowledge receipt of your letter No. 505/T/21, dated the 15th April 1922, advising this Chamber of the appointment of a Committee to consider the question of the revision of Railway Risk Notes and inviting

an expression of the Chamber's views with regard to the form, construction and application in practice of the Risk Notes in use at present.

2. My Committee observe that their particular attention is invited to the two main points at issue summarised in paragraph 4 (I) and (II) of your letter and with regard thereto I am to state that it is almost universally accepted by the trading community that, in the case of a claim for compensation arising out of the loss of goods entrusted to a railway administration for carriage, the onus of proof is upon the consignor. My Committee, however, consider that the legal aspect of this very controversial question does not altogether bear out this generally accepted view of the case and in support of their contention in that connection, I am to cite Sections 151, 152 and 161 of the Indian Contract Act, IX of 1872, which in accordance with the provisions of Section 72 of the Indian Railway Act, IX of 1890, prescribe the responsibility of a railway administration in such circumstances :—

> "Section 151. In all cases of bailment the bailee is bound to take as much care of the goods bailed to him as a man of ordinary prudence would, under similar circumstances, take of his own goods of the same bulk, quality and value as the goods bailed."
>
> "Section 152. The bailee, in the absence of any special contract, is not responsible for the loss, destruction or deterioration of the thing bailed if he has taken the amount of care of it described in Section 151."
>
> "Section 161. If, by the fault of the bailee, the goods are not returned, delivered or tendered at the proper time, he is responsible to the bailer for any loss, destruction or deterioration of the goods from that time."

3. Having regard to the foregoing considerations, I am to state that my Committee are of opinion that it is logical to contend that the onus of proof in the first instance is upon the bailer to show that the goods were despatched in an undamaged condition, and that such onus is subsequently

transferred to the bailee to show that he exercised the proper care required by the provisions of Section 151. Once a Railway Receipt has been granted without any remarks that fact alone is a proof that the goods have been tendered in the required condition, and, therefore, the onus of proof that it is otherwise should lie with the railway administration. Accordingly my Committee consider that, in the light of the Sections above quoted, it is neither legal nor equitable for the railway administration to take up the attitude that they generally do with regard to Railway Risk Notes.

4. If, however, the Railway Risk Note Revision Committee take the view that they are unable to accept my Committee's contention, I am to point out that in the opinion of my Committee it is only right and just that the carrier should assume the responsibility of the burden of proof, for—in the nature of things—it is virtually impossible for the consignor to be in a position legally to prove wilful neglect on the part of the administration.

5. Accordingly, my Committee are of opinion that *Risk Notes B & H* should be altered and the whole of the end of the notes from the words "due either to the wilful neglect....accident," should be deleted and the notes to be modified to read "except for the loss, from any cause whatever, of a complete consignment or of one or more complete packages forming part of a consignment."

APPENDIX L-4.

DAMAGE BY FIRE TO GOODS IN TRANSIT BY RAIL.

Dated 11th October 1922.

From Messrs. Forbes, Forbes, Campbell & Company, Ltd., Bombay, to Chamber.

We report the following facts to you in order that if your Committee think fit, the matter may be taken up by the

Chamber in view of the fact that we believe this case is by no means unique and has a distinct bearing on the question of treatment by Railway Companies of goods in their care during transit.

On February 21st, 1922, 75 bales of Ujjain Cotton were despatched on Owner's Risk Railway Receipt from Ujjain to Gokak Road Station.

On February 22nd to quote the G. I. P. Railway Company's letter No. L. 4706-59 of 13th September 1922 "fire took place between Bhopal and Bhairagarh and was noticed by the Station Master, Bhairagarh, at 13-30 hours on the 22nd September 1922 as the train was coming in. The bales were totally burnt except the iron bindings which are lying at Bhairagarh station."

The fire took place on February 22nd and the first intimation given to us by the Railway Co., of the fire was in their letter No. L. 4,076-30, dated 28th July, *i.e.*, 5 *months after the event.* On our enquiring of the Railway the reason for this delay they wrote that due to some telegraphic irregularity the message was not received in the head station or at the forwarding or receiving "stations, though the message was duly issued by the "Station Master, Bhairagarh."

Owing to this delay a loss was incurred of Rs. 3,648 being the difference between Rs. 290 per candy the rate for this cotton on the day of the fire and Rs. 386 the rate on the day we received advice of the fire which was the earliest opportunity we had of replacing the cotton. The Insurance Companies concerned were also affected in so far as owing to the length of time that elapsed between the fire and advice of it, they were unable to send a surveyor to verify the fact that the cotton was *totally* destroyed. The matter is being taken up by the Insurance Association in so far as their position is concerned and we would add that in the opinion of the Insurance Company it is a most unusual thing that bales of cotton should be totally destroyed with absolutely no salvage left.

We submit that the Railway are guilty of negligence in failing to see that proper advice reached us in reasonable time and we are preferring our claim against the Company for the loss incurred.

We have addressed you because we think that in the interests of the trade in general such matters should be brought to your notice, as doubtless others have suffered in the same way and your Committee may consider it advisable to address the Railway Company in the matter or take such action as they may think fit to ensure that members are not put to such loss by negligence of this kind on the part of Railway Companies. The Railway in question has up to date refused to accept any responsibility on the usual excuse of the terms of the Risk Note. The border line of responsibility of a bailee under the existing Risk Notes is one that has been the subject of a Special Committee appointed by Government and we think this is a case which has a distinct bearing on the subject. We may add that this is not the first occasion we have experienced delay on the part of the Railways in this respect. Any further information your Committee may require we shall be pleased to furnish.

No. 1888-266 of the 17th October 1922.

From Chamber to Messrs. Forbes, Forbes, Campbell & Company, Ltd., Bombay.

I am directed to acknowledge receipt of your letter, dated the 11th October 1922, on the subject of the damage by fire to a consignment of cotton in transit by rail, and to say that your letter is receiving the careful consideration of my Committee.

2. In perusing your letter, however, my Committee have observed that you do not state what steps were taken by you between the 21st February and the 28th July 1922 to ascertain the reason for the non-arrival of the cotton at Gokak Road Station; presumably upon intimation of its non-receipt by the consignee enquiries were instituted and my

Committee desire to be furnished with copies of the correspondence which passed between the railway administration and yourselves in that connection between the dates mentioned.

Dated 30th October 1922.

From Messrs. Forbes, Forbes, Campbell & Company, Ltd., to Chamber.

We beg to enclose herewith copies of our Mill's letters to us in connection with this fire numbered, No. 1, No. 2 and of our letters to the G. I. P. Railway Nos. 3 and 5. No. 4 is a notification from the D. T. M. of the M. & S. M. Railway that his railway had not received the consignment and No. 6 is a copy of the first intimation received by us from the G. I. P. of the loss of this cotton.

Further to the above we would add that our Mills wrote to the M. & S. M. Railway Co., on the 28th April 1922, 6th June 1922 and to the D. T. S., Belgaum, 5th July 1922, and copies of these letters are enclosed.

Trusting these letters will help your Committee.

No. 531-24 of the 28th April 1922.

From the Gokak Mills, Ltd., to the Station Master, Gokak Road.

R. R. No. 8563-100, *dated* 21*st February* 1922.

Ujjain to Gokak Road for 75 *Bales of Cotton.*

We have to inform you that we have not as yet received the above consignment and shall be glad if you will be able to make enquiries and let us have delivery or if we shall put in our claim.

No. 700-24 of the 6th June 1922.

From the Gokak Mills, Ltd., to the Deputy Traffic Manager (Freight), Madras and Southern Maratha Railway Co., Ltd., Madras.

Re : Non-Delivery of B-S F. P. Cotton Ex. Ujjain to Gokak Road under R. R. No. 8563-100 *of* 21*st February*, 1922.

We beg to inform you that Messrs. Forbes, Forbes, Campbell & Co., Ltd., had booked from Ujjain 75 B-s F. P. Cotton in February last under the above Railway Receipt to Gokak Road. The same consignment has not yet been delivered to us though it is over four months now. This fact was duly brought to the notice of the Station Master, Gokak Road, who in reply informed us that enquiries are being made regarding same but so far we have not heard anything from him.

Will you kindly therefore make enquiries at your end and let us have delivery of these bales or else we shall have to put in our claim for these undelivered bales. An early reply is requested.

No. F. X. 5878-22 of the 15th June 1922.

From the Madras and Southern Maratha Railway, Madras, to the Gokak Mills, Ltd., Gokak Falls.

Inv. No. 57 *of* 21*st February*, 1922, *Ujjain to Gokak Road*, 75 *bales F. P. Cotton not received.*

The consignment has not yet been handed over by G. I. P. Railway to us. I shall let you hear definitely on receipt of a reply from them.

No. C. 167 of the 19th June 1922.

From the Gokak Mills, Ltd., Gokak Falls, to Messrs. Forbes, Forbes, Campbell & Co., Ltd., Bombay.

We enclose herewith letter No. F. X. 5878-22 from the Deputy Traffic Manager, The M. & S. M. Railway Co., Ltd., for your information regarding the non-receipt of 75 bales Ujjain Cotton under Invoice No. 57 of 21st February 1922 and shall be glad if you take up the matter with the G. I. P. Railway Co. Kindly return the post card when done with.

No. C. 183 of the 5th July 1922.

From the Gokak Mills, Ltd., Gokak Falls, to Messrs. Forbes, Forbes, Campbell & Co., Ltd., Bombay.

We beg to invite your attention to No. C. 167 of the 19th ultimo and request you to let me know if you have taken up with the G. I. P. Railway Co., the matter regarding the non-receipt of the 75 bales Ujjain Cotton under Invoice No. 57 of 21st February 1922. Please return the post card sent with our letter under reference as we want it for our record.

No. 868-24 of the 5th July 1922.

From the Gokak Mills, Ltd., to the Deputy Traffic Manager (Freight), the Madras and Southern Maratha Railway Company, Ltd., Madras.

Non-receipt of 75 Bales Ujjain Cotton under invoice No. 57 of 21st February 1922.

We have the honour to invite your attention to your letter F. X. 5878-22 of the 17th ultimo and to request you to let us hear further in the matter.

Dated 8th July 1922.

From Messrs. Forbes, Forbes, Campbell & Co., Ltd., Bombay, to the Deputy Traffic Manager, Commercial, G. I. P. Railway Co., Bombay.

Re: Inv. No. 57, Rly. Receipt No. C. 8563-100, dated 21st February 1922, 75 B-s Cotton from Ujjain to Gokak Road.

The consignment has not yet been received by the consignee, Messrs. The Gokak Mills, Ltd., Gokak.

We beg to enclose herewith copy of the post card written by the Deputy Traffic Manager, The Madras and Southern Mahratta Railway Co., Ltd., to Messrs. The Gokak Mills, Ltd., regarding the consignment in question.

We shall feel obliged if you will inquire into the matter and let us know as to why the consignment has not yet been delivered.

Dated 20th July 1922.

From Messrs. Forbes, Forbes, Campbell & Co., Ltd., Bombay, to the Deputy Traffic Manager, Commercial, G. I. P. Railway Co., Bombay.

Re : Invoice No. 57, *Railway Receipt No. C.* 8563-100, *dated* 21*st February* 1922. 75 *bales cotton from Ujjain to Gokak Road.*

We beg to remind you of our letter, dated the 18th instant, enclosing copy of the post card from the Deputy Traffic Manager, the Madras and Southern Mahratta Railway Company, Limited, *re* non-receipt of the above consignment by the consignee Messrs. The Gokak Mills Limited, of Gokak and regret to say that no reply from you to our above letter has yet been received.

As this consignment is required very urgently by the Mills we must ask you to let us know what you have done in the matter.

No. L. 4706-30, *dated 28th July* 1922.

From the Deputy Traffic Manager, Commercial, G .I. P. Railway, Bombay, to Messrs. Forbes, Forbes, Campbell & Co., Ltd., Bombay.

Re : Ujjain to Gokak Road Invoice 57 *of* 21*st February* 1922, 75 *bales F. P. Cotton not received.*

Your letter, dated 8th July 1922. (*Cotton Department.*)

My enquiries show that G. I. P. Railway Wagon No. 25204 in which the above consignment was loaded was burnt by fire at Bairagarh on 22nd February 1922.

No. 2072/266 of the 15th November, 1922.

From Chamber to the Agent, G. I. P. Railway, Bombay.

I am desired to address you at the instance of a member of the Chamber, Messrs. Forbes, Forbes, Campbell & Co., Ltd., in regard to the destruction by fire of 75 bales of Ujjain Cotton despatched at Owner's Risk from Ujjain to Gokak Road Station on February 21st, 1922.

2. The facts of the case as submitted to the Chamber by Messrs. Forbes, Forbes, Campbell & Co., Ltd., are that as stated above, 75 bales of Ujjain Cotton were railed at Owner's Risk from Ujjain to Gokak Road on the 21st February 1922, and, that, in the terms of your Company's letter, No. L. 4706-59 of 13th September 1922, this cotton was burnt somewhere between Bhopal and Bhairagarh on the 22nd February 1922.

3. My Committee are further informed that the first intimation given to Messrs. Forbes, Forbes, Campbell & Co., Ltd., of the destruction of their goods by fire was contained in your letter, No. L. 4076-30, dated 28th July, *i.e.*, five months after the event, and that your reason for this delay was, that, due to some telegraphic irregularity a message to this effect was not received in the Head Station, or at the Forwarding or Receiving Stations, although such message was duly issued by the Station Master at Bhairagarh.

4. Messrs. Forbes, Forbes, Campbell & Co., Ltd., state that owing to this delay, a loss has been incurred by them of Rs. 3,648 being the difference between Rs. 290 per candy (the rate for this cotton on the day of the fire) and Rs. 386 per candy, the rate on the day that they received advice of the fire, which date was the earliest opportunity they had of replacing the cotton.

5. Moreover, my Committee are advised that the consignees instituted enquiries as to the reason for the non-arrival of the consignment on the 28th April 1922, in a letter to the Station Master, Gokak Road, and that considerable correspondence thereupon took place between the consignees and the M. & S. M. Railway, and also between Messrs. Forbes, Forbes, Campbell & Co., Ltd., and the Deputy Traffic Manager of your railway, Bombay ; but it was not until the 28th July 1922, that the latter officer finally informed Messrs. Forbes, Forbes, Campbell & Co., Ltd., that the cotton in question had been destroyed by fire on the 22nd February 1922. In this connection, I am to refer you to a very similar case which took place on your Railway in 1912, as a sequel to which this Chamber was informed that an arrangement had been made whereby in future the consignee should be advised by the

General Traffic Manager direct, of any loss of, or damage to, a consignment of goods, due to fire.

6. I am further directed to inform you that my Committee are fully aware that your administration is under no statutory obligation to inform consignees of fires within any specified period, and, further, that my Committee realise that, had enquiries been instituted, either by the consignors or consignees, at any earlier date than the 28th April 1922, the fate of the shipment in question might possibly have been ascertained at an earlier date than was actually the case. Nevertheless, I am to submit for your earnest consideration that, in the opinion of my Committee, the moral responsibility for the loss which Messrs. Forbes, Forbes, Campbell & Co., Ltd., state has been incurred must undoubtedly be laid upon the Great Indian Peninsula Railway. My Committee are convinced that, in the light of all the circumstances connected with this incident, you will agree that your moral responsibility should be acknowledged in such a manner as may seem adequate to you, having regard to the circumstances cited. It is equally certain that you will readily appreciate the fact that incidents such as this, if dealt with strictly in accordance with the terms of the Risks Note, are not in the best interests of trade; and also, that the position between the Railways and the trading public, which must, in the nature of things, be more or less irreconcilable, is rendered more so unless cases such as the one cited above are approached from a liberal view-point.

7. Finally, I am to state that my Committee will esteem it a favour if they may be informed at a very early date whether the G. I. P. Railway are persisting in their attitude of refusing to accept any responsibility in the case under reference.

No. T 9-72/20, 13th January, 1923.

From the Agent, G. I. P. Railway, Bombay, to Chamber.

I have to acknowledge receipt of your letter, No. 2072-266, dated the 15th November 1922, and subsequent letter, dated the 8th December 1922.

2. Briefly the points which your Committee bring to my notice are :—

(1) That a wagon of cotton, booked at 'Owner's Risk' was destroyed on the G. I. P. Railway, on the 22nd February 1922 and that advice of the destruction of the goods was not communicated to the consignees until the 28th July 1922.

(2) That in the meantime the market had risen and the consignor was compelled to make good the difference in price in replacing the lost consignment.

3. Your Committee point out that it is the practice on the G. I. P. Railway to give advice of such incidents, and you state that owing to the non-receipt of this advice a moral responsibility lies on the G. I. P. Railway to compensate the consignees for the consignment destroyed even though no legal liability rests on the Railway Company.

4. Your Committee state in para. 6 of your letter that it is aware that there is no statutory obligation on the G. I. P. Railway to provide notice of fire in such cases. This alone, it appears to me, disposes of any claim for financial compensation for the loss in question. It is true that the G. I. P. Railway, as a matter of convenience to the trade, has made a practice of advising consignees in cases of loss by fire, and it is also unfortunately true that in this particular instance the machinery for advising consignees broke down ; but I cannot admit that thereby the G. I. P. Railway is either morally or legally liable to compensate for any loss which may have been incurred. Further, I regret that I cannot in any circumstances accept the doctrine of moral liability. Were the operations of the G. I. P. Railway carried on under conditions where it might be reasonably assumed that claims are put forward in good faith in the large majority of cases it might be otherwise ; but a full application of the doctrine now put forward by the Chamber of Commerce would lead to a large increase in the sums paid by the Railway in meeting spurious claims based on moral grounds, and that sum must perforce be passed on to the mercantile community in the form of increased rates.

5. The Committee of the Chamber will, I am sure, recognise that to make a special exception in the case of one of their Members which might set up a precedent liable to abuse, is not in the best interests either of the Chamber in particular or trade in general.

6. My Traffic Department has issued instructions drawing attention to the fact that it is important that consignees and consignors should have early notice of the destruction of consignments by fire; and it is hoped that in the future as in the past, such advice will be sent almost without exception.

APPENDIX L-5.

ALLOTMENT OF RAILWAY WAGONS FOR MANGANESE TRAFFIC.

No. B. 1657 of the 13th June 1922.

Copy of letter from the Bombay Port Trust to the Director of Wagon Interchange, Allahabad.

I am directed by the Chairman to invite your perusal of the accompanying copies of the marginally noted correspondence between this office and the Agent of the G. I. P. Railway in regard to the adverse effect on the Manganese Ore export trade of this Port caused by the serious shortage of wagon supplies by the Bengal Nagpur Railway for this class of traffic to Bombay.

Letter No. B-1195 of 29-4-22 from the Secretary, B. P. T., to the Agent, G. I. P. Rly.

Letter No. T. XXVI-38/10 of 6-6-22 from the Agent, G. I. P. Rly., to the Secretary, B.P. T.

2. I am to observe that the causes resulting in this short supply of wagons as disclosed in para. 6 of the Agent's letter have given rise to serious complaints by firms engaged in this trade in consequence of heavy losses sustained by them owing to their inability to fulfil their freight engagements in Bombay.

3. The Chairman also desires to emphasise his grave concern at the prospect of the trade in Manganese Ore from the Central Provinces

being practically lost to the Port, if early steps are not taken to ensure, a more even distribution of wagons by the Bengal Nagpur Railway Authorities.

4. In conclusion I am to request that you will be good enough to give the matter your personal attention and consider what measures should be taken to relieve the situation.

No. B-1658.

Copy forwarded with compliments to the Secretary, Chamber of Commerce, with the request that the Chamber will kindly take the matter up with the Director of Wagon Interchange, Allahabad, and if necessary with the Railway Board.

13*th June*, 1922.

Copy of letter No. B-1195, dated 29th April 1922, from the Secretary, Bombay Port Trust, to the Agent, G. I. P. Railway.

Manganese Ore Traffic.

I am directed to draw your attention to a letter M. 825–808, dated 3rd April 1922, addressed by your Deputy Traffic Manager, Operative, Bombay, to the Manager, Bombay Port Trust Railway, with reference to complaints that Companies desiring to rail manganese to Bombay were unable to obtain wagons from the Bengal Nagpur Railway because of the great number of empty wagons due to them by your Railway, in consequence of which the Bengal Nagpur Railway refused to give wagons for the manganese traffic to Bombay, while sending them freely to Calcutta. Your Deputy Traffic Manager, it is understood, while stating that you are giving a certain number of empties to the Bengal-Nagpur Railway does not dispute the fact that the balance in this respect is largely against your Company. Your Deputy Traffic Manager attributed the preference given to Calcutta to the fact that the wagons available for carrying manganese to Calcutta are used for coal traffic on one journey. Whatever may be the reason, it seems undisputed that the manganese Companies find it difficult to obtain wagons for Bombay, and there can be no doubt that if this continues, the trade in manganese from the Central Provinces will be practically lost to Bombay, with great detriment to the trade of the Port. I am directed by the Chairman to ask you to be good enough to give your personal attention to the matter. The first point seems to be to ascertain to what extent the Companies desiring to despatch manganese to Bombay have actually been hampered by inability to obtain wagons, or by delay in their supply, and secondly to consider what steps should be taken to prevent similar difficulties in future.

Copy of letter No. T. XXVI-38-10, dated 6th June 1922, from the Agent, G. I. P. Railway, to the Secretary, Bombay Port Trust.

Re : *Manganese Ore Traffic.*

Your letter No. B. 1195, *dated 29th April* 1922.

Your letter raises two points :—

(*a*) To what extent Companies desiring to despatch manganese to Bombay have been hampered by inability to obtain wagons, or by delay in their supply and

(*b*) what steps should be taken to remedy the position.

2. With regard to (*a*) the various firms in Bombay who deal with the export of this ore were addressed in the matter and the general opinion is that a shortage of wagons and consequent inability to export ore exists.

3. From figures furnished by various firms we find that (1) 75,262¾ tons of ore were received in Bombay from the 1st January to the 30th April 1922 ; (2) 102,530 tons were shipped from the Port in the same period ; (3) while the present stocks in Bombay total 25,608 tons.

4. Regarding (*b*) manganese ore traffic originates on the Bengal Nagpur Railway and we have no control over the supply of wagons for this traffic, nor have we any jurisdiction in the matter of apportionment of wagons we make over to the B. N. Railway.

5. The general situation as regards wagon interchange between Broad Gauge Railways is under the control of the Director of Wagon Interchange, Allahabad, who issues orders as to the movement of wagons between the different B. G. Railways from time to time as he considers desirable. These orders have to be carried out and in order to comply with them we have had to restrict our own local loading.

6. It is represented in your letter that the Bengal Nagpur Railway while loading manganese ore freely to Calcutta are apportioning no wagons for this traffic to Bombay. It is understood that this is due to the action of the Bengal Nagpur Railway in loading wagons handed over by us at Nagpur *en route* to the Bengal Coalfields, for Kidderpore Docks, and which on release at the Docks are worked back to the Bengal Coalfields for coal traffic ; the geographical position of Calcutta relative to the coalfields enabling the Bengal Nagpur Railway to do this.

7. While agreeing with the views expressed by you as to the importance of the Manganese Ore trade to the Port of Bombay, I would

point out that the position is one over which this Railway has little control.

8. Our General Traffic Manager has already addressed the Director of Wagon Interchange in the matter of allocating a larger proportion of wagons for manganese ore to Bombay and is still under correspondence with him on the subject.

No. 964-66 of the 19th June 1922.

From Chamber to the Government of India, Railway Department (Railway Board), Simla.

I am directed to confirm the despatch to your address of the following telegram, dated the 16th June 1922:—

> "Stocks of Manganese Ore in Bombay very small and shippers complain Bengal Nagpur Railway will not supply wagons to enable more ore to be railed to Bombay although wagons are being supplied freely for Calcutta traffic. Bombay exporters have shipping commitments which must be fulfilled early and request you to take steps to ensure that Bombay is given fair share of available wagons."

No. 992-66 of the 22nd June 1922.

From Chamber to the Railway Board, Simla.

In continuation of my letter, No. 964-66, dated the 19th June 1922, confirming the despatch to your address of my telegram of the 16th idem urging the allotment of a more adequate supply of wagons for the manganese ore traffic to Bombay from the Central Provinces I am to emphasize the fact that the position as described in the telegram is a very serious one as both the stocks in Bombay and the receipts into Bombay of manganese ore are practically negligible at the moment.

2. In this connection I am to state that my Committee are advised that the Bengal Nagpur Railway, on which the traffic originates, while loading manganese ore freely to Calcutta, is apportioning no wagons for its transportation to Bombay, the reason being, they understand, that the railway in question loads wagons handed over by the Great Indian

Peninsula Railway at Nagpur, *en route* for the Bengal Coal fields, for Kidderpore Docks and works them back, on release at the Docks, to the Bengal Coal fields for the coal traffic.

3. In the circumstances I am to submit that the issue at stake is not merely the possible loss to Bombay of the trade to the consequent advantage of the trade of Calcutta but the larger question of the effect upon the trade of the Country as a whole because the requirements of Calcutta are limited and if supplies to Bombay are not forthcoming immediately in adequate quantities the competition which has to be faced in the world's market from West Africa and other countries will inevitably result in the loss to India of her share in the trade as a whole.

No. 1015-66 of the 24th June 1922.

From Chamber to the Bombay Port Trust.

I am directed to acknowledge receipt of your letter, No. B.-1657, dated the 13th June 1922, addressed by the Port Trustees to the Director of Wagon Interchange, Allahabad, copy of which you docketted to my Committee and to inform you that the Chamber has addressed an urgent representation to the Government of India in the Railway Department in that connection.

Telegram No. 278-T. of the 28th June 1922 from the Railway Board, Simla, to Chamber.

Your telegram of 16th instant and letter of 22nd instant regarding wagon supply for manganese to Bombay; from enquiries made Board understand that position much improved that despatching firms in Central Provinces are now given option of loading for Bombay or Calcutta and that Bengal Nagpur Railway are taking over number of Great Indian Peninsula Railway high capacity bogie wagons for back loading manganese to Bombay. Board trust these measures will serve to allay anxiety of exporters with regard to their commitments.

No. 826 of the 11*th July* 1922.

From the Acting Consul for France, Bombay, to Chamber.

I should feel very much obliged if you can send me a certificate stating that during the last G. I. P. Railway strike the transport of minerals coming from the Central Provinces to Bombay has been interrupted owing to want of wagons and that all embarkments for Europe have been delayed owing to the above cause.

This certificate must mention accurately the period during which the transport of minerals have been suspended. The fee for this certificate, if there is any, will be paid on hearing from you the amount.

No. 1152-66 of the 12*th July* 1922.

From Chamber to the Acting Consul for France, Bombay.

I am directed to acknowledge receipt of your letter No. 806 of the 11th instant and in reply to state that while my Committee will be glad to render you such assistance in the matter under reference as may be possible they will be glad if you will kindly advise me more fully upon the following points:—

(*a*) The exact date of the strike upon the G. I. P. Railway to which you refer. In that connection they think it possible that the reference is to the recent strike upon the East Indian Railway.

(*b*) The exact nature of the minerals the transport of which is alleged to have been interrupted, *i.e.*, whether coal, manganese ore, etc.

(*c*) The exact period, the dates of which should be specified, in respect of which the certificate presumably one of "force majeure" is required.

My Committee will also be glad if you will be good enough to explain more precisely the nature of the certificate required and, particularly, the use to which it is to be put.

No. 911 of the 29th July 1922.

From the Acting Consul for France to Chamber.

With reference to your letter dated the 12th instant, I have the honour to give you here below information required by you :—

(*a*) It is to your association to state the official dates of beginning and ending of strikes of Railway and coolies of the Port of Bombay during the period extending from April to June.

(*b*) It is required that you should confirm the interruption of the transport of manganese ore coming from C. P. which interruption is caused by want of wagons and by strikes of E. I. Ry.

The above certificate is required in order to establish the reasons of delay in the embarkment of manganees ore in April. It is to be produced to the French clients of a firm in India.

No. 1485-66 of the 25th August 1922.

From Chamber to the Acting Consul for France, Bombay.

I am directed to acknowledge receipt of your letter, No. 911, dated the 29th July 1922, and to say that the correspondence resting with that letter has received my Committee's most careful consideration.

2. In reply I am to state that my Committee can authoritatively affirm the following facts:—

(*a*) There was no strike on the Great Indian Peninsula Railway during the period April to June 1922.

(*b*) There was a strike on the E. I. Railway which commenced on the 2nd February 1922 and terminated on the 16th April 1922; and

(*c*) Receipts of manganese ore into Bombay *via* the G. I. P. Railway during the months of March to June, inclusive were as follows:—

1922	March	16,959	tons.
	April	16,569	,,
	May	6,491	,,
	June	24,766	,,

Dated the 26th September 1922.

From the Acting Consul for France, Bombay, to Chamber.

I have the honour to introduce to you Miss V. de Tarente Coates, Manager of the firm A. Siron & Cie., in Calcutta, who will be grateful to have an interview regarding the certificate I referred to you some time ago and for which you addressed me a letter on the 25th August 1922.

I should thank you very much if you can kindly grant to this firm a few minutes of your precious time.

No. V. C. of the 26th September 1922.

From Messrs. A. Siron & Co., Bombay, to Chamber.

The writer begs to confirm the interview she had with you this morning, with regard to the strikes on the E. I. Railway during the months of February, March, April of this year.

Under contract we sold to our clients in France 2,500 *tons of Manganese Ore* for shipments during the whole of April.

Owing to the strikes on the E. I. Railway, our sellers here could not give us the total quantity as above stated, as they were unable to secure wagons from the B. N. Railway who at that time were assisting the E. I. Railway with service.

Consequently our Ore was not down in Bombay in time for the April shipments and these were seriously delayed, the last one having only left this port in the first week of June.

Our clients in France have asked us for a certificate from the Chamber of Commerce, Bombay, to this effect, and we would esteem it a great favour if you would kindly put our request before the Board and obtain for us the said Certificate as soon as possible. Serious delays have ensued as there seems to have been some misunderstandings with the Consul for France here, who did not quite grasp what we required of him, and the writer having had to come to Bombay went and interviewed you personally and explained the case as it actually stands.

We would be glad to have the said Certificate this week so that we may send it home by this mail.

No. 1745-66 of the 28th September 1922.

From Chamber to Messrs. A. Siron & Co., Bombay.

I am directed to acknowledge receipt of your letter, dated the 26th September 1922, in which my Committee are asked to furnish you with a certificate to the effect that during the months of April and May 1922 the supply of wagons for the transport of manganese ore from the Central Provinces to Bombay was inadequate owing to the failure of the Bengal Nagpur Railway, on which the traffic originates, to allot sufficient wagons for such traffic and that in consequence firms engaged in the trade were in many instances unable to fulfil their freight engagements in Bombay.

2. In reply I am to state that from correspondence in the possession of my Committee and, more particularly, from the action which the Bombay Port Trust and this Chamber found it necessary subsequently to take in the matter my Committee are in a position to endorse the foregoing statement as being, to the best of their knowledge and belief an accurate description of the position in regard to the manganese export trade of the port during the period in question. I am accordingly directed to enclose herewith a certificate to that effect.

Certificate referred to in letter No. 1745/66 of the 28th September 1222.

This is to certify that during the months of April and May 1922 considerable difficulty was experienced by Companies desiring to rail Manganese Ore from the Central Provinces to Bombay owing to the serious shortage of wagon supplies by the Bengal-Nagpur Railway for that class of traffic to Bombay and that as a result many and serious complaints were received from Shipping Companies and firms engaged in the trade to the effect that the latter were unable, in many instances, to fulfil their freight engagements in Bombay during the period in question.

No. V. C. of the 29th September 1922.

From Messrs. A. Siron & Co., Bombay, to Chamber.

We have to ask you to convey our very best thanks to your Committee for having given us the Certificate which we originally asked for through the Consul of France and which was eventually given to the writer when she approached the Chamber through your kind intervention.

The Certificate and your letter were handed to us by the Consul of France to-day, and the document in question will, we believe, suffice our Head Office for their purposes.

APPENDIX L-6.

WAGON DISTRIBUTION IN THE COAL-FIELDS

No. 707—A.C. of the 30*th August* 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The coal position: proposed scheme of wagon distribution in the coal-fields.

I am directed to send you, for the information of your Chamber, the attached copy of a letter No. 2929, dated 29th

August, with enclosure, from the Bengal Chamber of Commerce, on this subject.

No. 2929-1922 of the 29th August, 1922.

From the Bengal Chamber of Commerce to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

The coal position : proposed scheme of wagon distribution in the coal-fields.

I am directed to send you herewith a copy of Bengal Chamber's Circular No. 376, dated 26th August, covering a copy of a letter from the Coal Transportation Officer, with reference to a provisional scheme for wagon distribution in the coal-fields.

Circular No. 376—1922 of the 26th August 1922.

From Bengal Chamber, to all members of that Chamber.

THE COAL POSITION.

Proposed scheme of wagon distribution in the coal-fields.

Memo. :—The subjoined papers in the above connection are circulated for the information of members of the Chamber with reference to the proceedings of the special meeting held on 7th July last to discuss the question.

D. K. CUNNISON,
Acting Secretary.

Letter No. 108-3-J., dated Calcutta the 16th August 1922.

From the Coal Transportation Officer to the Bengal Chamber of Commerce.

I beg to forward herewith, under instructions from the Railway Board, a copy of the detailed scheme of wagon distribution in the coal-fields which has been prepared by me, in consultation with the E. I. and B. N. Railways, on the lines of the decisions reached at the meeting held by your Chamber on the 7th July 1922.

2. I would invite special attention to the fact that the scheme is provisional only and that it will not be introduced until it has been considered and accepted by the Railway Board.

Scheme of wagon distribution in the coal-fields.

On and from a date which will be notified later the present system of "X-Class Supplies" will cease and a new scheme of distribution of wagons in the coal-fields, which will include the supply of wagons in rakes and half rakes, will come into force.

2. Before proceeding to detail the scheme itself, the following definitions and remarks are offered in explanation of certain terms employed in its portrayal.

3. The Basis of a colliery, which is fixed quarterly, is the full number of wagons the colliery actually requires, daily or monthly, during a quarter, to enable it to clear its average monthly raisings and stocks for the preceding quarter but one. This is what is termed the "Full Basis" of a colliery, for purposes of the scheme, and all wagons would be supplied on this basis if sufficient transport facilities existed. Basis. Full Basis.

Owing, however, to the coal handling capacity of the Railways being limited by various factors it is necessary to fix a "Transport Capacity Basis" for each colliery for the guidance of the Coal Transportation Officer, in order that he may avoid issuing authorisations in excess of the Railways' capacity for meeting them. For this purpose the coal-fields are divided up into several districts or areas of supply and the daily wagon capacity of each is fixed. Each district is divided up into depot stations and each of these again is divided up into a number of pilot sections.

The "Transport Capacity Basis" of a colliery is a proportion of the fixed number of wagons the district in which it is situated is capable of dealing with, the proportion being that which the colliery's stocks and raisings, less its commitments, if any, on Loco. account, bears to the total stock and raising of all the collieries in the district in which it is situated. This is the proportion which the Coal Transportation Officer will use as a guide in issuing authorisations, but supplies against his authorisations, will, of course, be governed by the number of wagons actually available for distribution on any one day in a particular district, as Railways are not always able to work up to the figure representing the full number of wagon they are *capable* of dealing with under ideal conditions. Transport Capacity Basis.

"Pro Rata on Transport Capacity Basis" is an allotment of wagons which will be fixed daily by the District Allotment Officer for each colliery in his district. The allotment which, together with wagons allotted under "Special Supplies" will not exceed the daily "Transport Capacity Basis" of a colliery, will represent a proportion of the balance of the wagons available for distribution each day in the Pro Rata on Transport Capacity Basis.

district after all orders under "Loco" and "Special Supplies" have been met, the proportion being that which the colliery's stocks and raisings, less its commitments, if any, on "Loco." account, bears to the total stocks and raisings of all the collieries in the district.

Advance Cumulative Supplies.

"Advance Cumulative Supplies" are supplies in rakes and half rakes, which are given in advance to a colliery on the authority of the Coal Transportation Officer, and which will have to be equalised. Such supplies will consequently be authorised with caution and with due regard to the possibility of their being paid back by forfeiture of the colliery's daily "Transport Capacity Basis," in the case of "Special Supplies," and its daily allotment "Pro Rata on Transport Capacity Basis," in the case of non-preferential supplies. Arrears on on this account at the end of a month will be carried forward to be paid back in the suceeding month. In the unlikely event, however, of there being any arrears outstanding at the end of a quarter, such arrears will be cancelled and a fresh start will be made with the new basis for the next quarter.

4. The actual scheme of distribution will be as follows:—Preferential Supplies will be given on account of:—

(1) Locomotive coal for Home and Foreign Railways. (Supplies on this account will be given on a colliery's "Full Basis" subject, for the present, to a limit of an average of 650 wagons a day for *Foreign* Railways Loco coal, which is arranged by the Mining Engineer, Railway Board. This figure represents Mining Engineer's requirements on purely Loco coal account.)

(2) "Special Supplies," which will include supplies for Messrs. Tata's Iron and Steel Works, Messrs. The Bengal Iron Works at Kulti, Messrs. The Indian Iron and Steel Works at Burnpore, Messrs. The Cape Copper Company at Galudih, Electric Light Companies, Tramways, Gas Companies, Water Companies, Mints, Arsenals, Rifle, Shell and Gun Carriage Factories, and such other Military requirements as are ordered by the Government of India, Ice Factories, Light Railways, Inland Steamers, Irrigation Works and Hospitals. ("Special Supplies" will be authorised by the Coal Transportation Officer *up to the limit of the* "*Transport Capicity Basis*" of the supplying colliery.)

The balance of the wagons available after meeting (1) and (2) above will be distributed "Pro Rata on Transport Capacity Basis," preference being given to rakes and half rakes which will be authorised by the Coal Transportation Officer and treated as "Advance Cumulative Supplies."

5. Wagon supplies to collieries for loading Loco coal for Home and Foreign Railways will not be authorised by the Coal Transportation Officer, but will be programmed quarterly by the two Railways and the Mining Engineer, a copy of the programme for each quarter

being sent for the information of the Coal Transportation Officer. In the case of a colliery having Loco orders for a portion only of its raisings and stocks, such portion may be cleared in wagons supplied on "Full Basis" subject in the case of Foreign Railways Loco coal, to a limit of 200 wagons a day at any one depot station and the balance of the colliery's raisings and stocks may be cleared in wagons supplied, on its "Transport Capacity Basis," and or "Pro Rata on Transport Capacity Basis."

6. All wagons given in rakes, half rakes, or otherwise, under "Special Supplies" will be authorised by the Coal Transportation Officer and applications for assistance under this head will be made on the attached "Form A". Transfers of supplies from one colliery to another will not be permitted, unless application is made for the cancellation of the original authorisations and for the issue of fresh authorisations in lieu.

7. Rakes or half rakes given "Pro Rata on Transport Capacity Basis" will be authorised by the Coal Transportation Officer and applications for the same will be made to him on the attached "Form B". Supplies under this head in numbers less than 25 wagons at a time will not be authorised by that officer, but will be given to a colliery, and may be booked at will to any consumer, provided,

(*a*) wagons are still available for distribution after Preferential Supplies have been completed,

(*b*) all authorisations issued by the Coal Transportation Officer are first indented against,

(*c*) the daily "Transport Capacity Basis" of the colliery is not exceeded, and,

(*d*) "Advance Cumulative Supplies" have been paid back in full.

8. From the above it will be seen that:—

(*a*) a colliery which has sold its entire output to the Railways can get supplies on "Full Basis" only,

(*b*) a colliery which has sold only a portion of its output to the Railways can get supplies

(*i*) on "Full Basis" for that portion,

(*ii*) on "Transport Capacity Basis" for its raisings and stocks, less its commitments on Loco account, and

(*iii*) "Pro Rata on Transport Capacity Basis" for such coal as is available for despatch after orders under "Loco" and "Special Supplies" have been met;

(*c*) a colliery which has no Loco orders whatever can get supplies on "Transport Capacity Basis" for its total raisings and stocks up to the limit of which basis authorisations on account of "Special Supplies" will be issued, as well as supplies "Pro Rata on Transport Capacity Basis" for such coal as is available for despatch after orders under "Special Supplies" have been complied with.

(*d*) a colliery which has no orders under either "Loco" or "Special Supplies" can get supplies "Pro Rata on Transport Capacity Basis" only.

9. The bases of collieries for the first quarter's working of the scheme will be calculated on the stocks and raisings for the quarter ending March 1922.

10. Each coal despatching Railway will send the Coal Transportation Officer daily statements of supplies made under each head, which will enable him to keep in touch with the day-to-day position in the coalfields and to regulate the issue of authorisations accordingly.

11. A colliery indenting for a half rake must take it in full. If a colliery indents for, say, 10 or 15 wagons against an authorisation for a half rake, such an indent will not be met.

Rakes or half rakes will be booked to one destination only, but may be invoiced to one or more consumers at that destination. Collieries indenting for rakes or half rakes authorised by the Coal Transportation Officer for a particular destination and booking any of the wagons to another destination, will be penalised by the stoppage of supplies for a week.

12. On both Railways the present rules in regard to time allowed for loading wagons will apply.

13. All forms required to be filled in will always be available at the following places:—

Office of the Coal Transportation Officer, 1, Council House Street, Calcutta;

Office of the Assistant Secretary, Indian Mining Association, Royal Exchange Buildings, Clive Street, Calcutta;

Office of the Secretary, Indian Mining Federation, 233, Old China Bazar Street, Calcutta.

14. Any person wishing to have any detail explained should apply in writing to the Coal Transportation Officer.

FORM A.

SPECIAL SUPPLIES.

———: o :———

Form of application to the Coal Transportation Officer, Calcutta, for wagons to be given in rakes, half rakes, or otherwise, on "Transport Capacity Basis."

Date .....

1. Full name and address of consumer .....
2. Description of Industry or Business .....
3. Monthly consumption ..... Tons
4. Stocks held on date ..... Tons
5. Name of Supplying Colliery .....
6. Managing Agent of the Colliery .....
7. Coal will be loaded at ..... Siding

   Served by.....Railway.

8. Description of coal purchased
   - Steam ..... Tons
   - Rubble or Smithy ..... Tons
   - Dust or Slack..... Tons
   - Coke—— Soft / Hard ..... Tons

9. Total number of wagons required monthly.....

   State here whether wagons may be supplied in rakes or half rakes.....

10. Name of Railway station at which coal will be unloaded.....

    Situated on the.....Railway.

11. Signature of the Proprietor or the Managing Agent of the Colliery undertaking to load supplies in rakes, half rakes, or otherwise.

    .....

12. Signature of the Consumer or the Managing Agent of the Concern undertaking to unload supplies in rakes, half rakes, or otherwise.

12. Signature of the Consumer or the Managing Agent of the Concern undertaking to unload supplies in rakes, half rakes, or otherwise.

.....

FORM B.

"PRO RATA ON TRANSPORT CAPACITY BASIS" SUPPLIES.

———: o :———

Form of application to the Coal Transportation Officer, Calcutta, for rakes or half rakes only, to be given "Pro Rata on Transport. Capacity Basis."

Date.....

1. Full name and address of consumer.....
2. Description of Industry or Business.....
3. Monthly consumption.....Tons
4. Stocks held on date .....Tons
5. Name of Supplying Colliery.....
6. Managing Agent of the Colliery.....
7. Coal will be loaded at.....Siding
   Served by.....Railway.
8. Description of coal purchased { Steam .....Tons; Rubble or Smithy .....Tons; Dust or Slack.....Tons; Coke—Soft/Hard .....Tons }
9. Number of rakes or half rakes required.....
10. Name of Railway Station at which coal will be unloaded. .....
    Situated on the.....Railway.
11. Signature of the Proprietor or Managing Agent of the Colliery undertaking to load the rakes or half rakes applied for.

    .....
12. Signature of the Consumer or Managing Agent of the Concern undertaking to unload the same at destination.

No. 2851—1922 of the 24th August 1922.

From Bengal Chamber of Commerce to the Coal Transportation Officer.

I am directed to acknowledge the receipt of your letter No. 108/3-J, dated the 16th August, forwarding a copy of the detailed scheme of wagon distribution in the coal-fields which you have prepared in consultation with the East Indian and Bengal Nagpur Railways on the lines of the decisions reached at the meeting held here on 7th July.

2. The Committee have noted the particulars of the scheme and that for the present it is provisional only, and subject to acceptance by the Railway Board. They understand that it has been placed before the Indian Mining Association and the Indian Mining Federation, that these bodies have discussed it with Mr. A. M. Clark, Member, Railway Board, and that they are disposed to accept it. This being so, the Chamber will be glad to see the scheme given the three months trial which the meeting of 7th July generally agreed would be necessary, and it will, after such trial, be possible to see how far the scheme is likely to be successful and whether any modification is required on account of any of the interests concerned. The Committee anticipate, however, that it may be necessary to make special provision for the small consumer, as was suggested at the meeting; but this can only be ascertained when the scheme is actually in progress.

3. The Committee are circulating copies of the scheme to members of the Chamber, the affiliated associations interested and other Chamber of Commerce.

No. 1649/70 of the 16th September 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 707 A.C., dated the 30th August 1922, and its accompaniments on the subject of the latest proposed scheme of wagon distribution in the coal-fields and to thank you for the information therein contained. My Committee are in agreement with the suggestion that the scheme should be given a trial at any rate for three months, as they believe it is likely to lead to economy in the use of wagons and transport facilities generally.

APPENDIX L-7.

CONCESSION IN RAILWAY FARES FOR COMMERCIAL TRAVELLERS ON M. & S. M. RAILWAY.

No. R1/1322/22 of the 29th August 1922.

From the General Traffic Manager, Madras and Southern Mahratta Railway, Madras, to Chamber.

I have under consideration the introduction, for journeys over the M. & S. M. Railway System only, of a reduced first class fare to a representative of a firm travelling on the business of that Firm. First class fares are charged on the following basis :—

	Per mile.
For the 1st 300 miles	.. 30 pies.
Plus for distance beyond	.. 18 "

I believe that a number of journeys made by representatives of Firms are short journeys below 300 miles and therefore fares at 30 pies per mile are paid at present. Briefly the proposal is to treat a number of small journeys as one of 3,000 miles to be performed in six months.

2. The total fare payable for 3,000 miles for short journeys of less than 300 miles at 30 pies per mile amounts to Rs. 468-12-0. The fare under the proposal would be Rs. 300 or Re. 1 for every 10 miles of journey. I enclose a few printed copies of the terms under which this reduced rate would be allowed and shall be obliged if you will kindly let me know if the proposal would be of any benefit to business Firms. Unless I receive assurance that these tickets at reduced fares will be purchased in sufficient numbers, I do not intend to proceed further with the proposal.

THE MADRAS AND SOUTHERN MAHRATTA RAILWAY COMPANY LTD.

(INCORPORATED IN ENGLAND.)

Proposed Circular Tickets for Mercantile Firms.

1. First class tickets at reduced fares for representatives of Mercantile Firms travelling on business 3,000 miles on the Madras and Southern Mahratta Railway system only within six months. (Rl-1322).—First class tickets at reduced fares are issued by the Madras and Southern Mahratta Railway to representatives of Mercantile Firms for journeys totalling 3,000 miles performed on business of their firms within six months over the M. & S. M. Railway system only, on production of a certificate in the following form signed by the Proprietor or Managing Director or Senior Partner of the firm :—

Form of Certificate.

I hereby certify that.....
is a representative of the firm of Messrs.....
and guarantee that the concession allowed will be used by him only for journeys on the business of the firm.

.....

Proprietor, Managing Director, or Senior Partner.

2. PARTICULARS OF CONCESSION.—(i) Coupon books will be issued. Each book will consist of 600 coupons, each coupon permitting a journey of 5 miles; the total of 3,000 miles must be completed within 6 months.

(ii) The price of the book will be Rs. 300 or Rupee one for every 10 miles of journey. Books will be issued by the Station Superintendent, Central Station, Madras, on production of the certificate referred to in para. 1 above and on payment of the value. The representative using the book should sign his name on the cover.

(iii) Coupons are not transferable but must be used only on journeys connected with the business of the firm.

(iv) A coupon book can be issued from any date, and will be available for 6 months from the date of issue. For example, a book issued on 1st January will be available for use till midnight of 30th June and will be stamped with the date 30th June on the cover.

(v) (*a*) If the total journey of 3,000 miles is completed before 30th June, say, on the 15th June, another book can be issued on the 15th June which will be made available up to 14th December.

(*b*) If a fresh book is not purchased, and a journey is going to be undertaken for a distance more than that for which coupons are available, the difference in charges for the distance not covered by coupons

may be paid to the Booking Clerk who will issue an excess fare ticket for the entire journey in which case the journey must be commenced within the last day of availability of coupons.

(vi) (*a*) If, on the 25th June, there are still 40 coupons of 200 miles left and a journey of 250 miles is going to be undertaken there is no objection to the representative using the 40 coupons from the book in use and the extra 10 coupons required from another book issued on 25th June and made available up to 24th December.

(*b*) If a fresh book is not purchased the difference in charges for 50 (250—200) miles at full tariff fares may be paid to the Booking Clerk who will issue an excess fare ticket for the entire journey in which case the journey must be commenced within the last day of availability of coupons.

(vii) The coupon book must be presented to the Booking Clerk, when a ticket is required, without detaching any coupons from the book. Loose coupons, *i.e.*, coupons detached from the book will not be accepted under any circumstances.

(viii) The Booking Clerk will have the right to ask the holder to write his signature on a piece of paper and will compare it with his signature on the cover.

(ix) (*a*) The Booking Clerk will remove from the book the number of coupons necessary for each journey. He will be entitled to remove a coupon for every 5 miles or part of five miles, for example, for a journey of 202 miles, the Booking Clerk will remove 41 coupons.

(*b*) He will then issue a first class ticket to the station required, without cash payment ruling out the fare and writing on it in red ink the word "Coupon" in big letters on the back of the ticket.

(*c*) The date of availability of the tickets issued under this concession will be the same as for ordinary tickets.

(*d*) Luggage as for ordinary tickets; excess over free allowance at luggage rates.

(*e*) There will be no refund on unused or time expired coupons. If a party travels only 2,600 miles in 6 months, no refund will be made on the remaining coupons. Neither will refund be granted on unused or partly used first class tickets issued in exchange for coupons.

(*f*) Passengers found travelling on coupons, which have not been previously exchanged at a Booking Office for tickets, will be considered to be travelling without tickets and will be liable to the prescribed penalties.

PARK TOWN,
Madras, 29th August 1922.

F. B. WATHEN,
General Traffic Manager.

No. 1614/245 of the 11th September 1922.

Circular letter to Members of the Bombay Chamber of Commerce.

I am directed to forward herewith a copy of a circular issued by the General Traffic Manager, Madras and Southern Mahratta Railway, outlining a proposal which he has under consideration, to introduce reduced first class fares in the case of representatives of firms travelling on their firms' business, over the M & S. M. Railway system.

2. In a covering letter to the Chamber in which he asks to be advised whether the proposal is likely to be of any benefit to business firms, the General Traffic Manager states that the idea underlying the proposal is, briefly, to treat a number of small journeys as one of 3,000 miles to be performed in 6 months. The total fare payable for 3,000 miles in short journeys of less than 300 miles, which he understands to be the length of journey usually undertaken for business purposes, amounts, at the ordinary charge of pies 30 per mile, to Rs. 468-12-0. The fare under the new proposal would be Rs. 300, or Re. 1 for every ten miles of journey.

3. The Committee are of opinion that the principle underlying the proposal is deserving of whole-hearted support, but, in order to enable them to estimate to what extent members of this Chamber are likely to avail themselves of the concession, which will only be made if sufficient assurance of support is given, they will be glad if members who are likely to be materially interested will kindly advise them accordingly at an early date.

No. 1811/245 of the 6th October 1922.

From Chamber to the General Traffic Manager, Madras and Southern Mahratta Railway Company, Ltd., Madras.

I am directed to acknowledge receipt of your letter, No. RI/1322/22, dated the 29th August 1922, enquiring whether a proposal which you have under consideration, namely,

the introduction of reduced first class fares in the case of representatives of firms, travelling on business over your system, is likely to be of any benefit to the Members of this Chamber.

2. In reply, I am to state that a summary of your letter and the circular which accompanied it, have been circulated to all members of this Chamber and I enclose a copy of this office circular letter No. 1614/245, dated the 11th September 1922, in that connection.

3. In view, however, of the fact that only 15 members, out of the 146 addressed, have responded to my Committee's request for their views on the proposal my Committee are somewhat diffident in expressing, on behalf of the members of the Chamber, any considered opinion as to the extent to which firms in Bombay, are likely to avail themselves of the concession although, as you will observe they are unanimously of opinion that the principle underlying the proposal is deserving of the whole-hearted support of the commercial community.

4. In the circumstances, my Committee feel that the best way to assist you in the matter, is to send you the enclosed copies of the replies which have been received from the 15 members in question and to leave you to formulate your own conclusions after perusal of the same.

No. R. 1/1322 of the 6th October 1922.

From the General Traffic Manager, Madras and Southern Mahratta Railway Co., Ltd., Madras, to Chamber.

In continuation of my letter R. 1/1322/22, dated 29/30th August 1922, I beg to inform you that there would be no objection to the coupons being used by 4 members of a Firm, but it would be necessary that the names of these members should be given at the time the coupon is purchased. It would not be possible to ask other Railways to join us in this arrangement as the 3,000 miles must be travelled over this Railway.

No. 1851/245 of the 12th October 1922.

From Chamber to the General Traffic Manager, the Madras and Southern Mahratta Railway Co., Ltd., Madras.

In reply to your letter No. R. 1/1322, dated the 6th instant, and in continuation of my letter No. 1811/245, dated the 5th instant, which I trust you have received by now, I am directed to inform you that my Committee have no further remarks to pass upon your proposal under reference and I am merely to suggest that if the proposal is adopted then you forward particulars of it to those members of this Chamber who are likely to avail themselves of the reduced tickets and whose names and addresses will be found in the accompaniments of my previous letter to you on this subject.

APPENDIX M-1.

INLAND TELEGRAPH FORMS.

No. 155-76 of the 11th March 1922.

From Messrs. L. Rochat & Co., Bombay, to Chamber.

We have the pleasure to enclose herewith a telegraph form that is in use at the Calcutta Central Telegraph Office. We need hardly point out the immense saving of time that is effected in the despatch of messages and the convenience of having a receipt that can be definitely identified with each message.

May we suggest that the Committee might well urge the Telegraph Department to adopt a similar system to Bombay at the earliest possible date? We need not point out to any of your members the length of time it takes to get a message into the Telegraph Office during business hours.

No. 549-106 of the 7th April 1922.

From Chamber to Messrs. H. L. Rochat & Co., Bombay.

With reference to your letter No. 155-76, dated the 11th March 1922, and its accompaniments, I am directed to state that as a result of a demi official reference which my Committee have made to the Central Telegraph Office, Bombay, on the subject they are advised that the form in question is in use in Calcutta in connection with National Cash Registers and that it is proposed to introduce similar instruments in the Bombay Central Office shortly.

Accordingly my Committee have addressed the Postmaster General, Bombay Circle, in the matter and asked him to expedite the introduction of the Cash Register system as they consider that it is a considerable improvement upon the one at present in vogue in this Presidency.

No. 550-106 of the 7th April 1922.

From Chamber to the Postmaster General, Bombay Circle, Bombay.

I am directed to request you to be good enough to state for the information of my Committee, when it is proposed to instal in the Bombay Central Telegraph Office the system of National Cash Registers in use for some time past in Calcutta as my Committee are of opinion that the procedure in force in that connection in Calcutta is a considerable improvement upon the one in vogue in this Presidency.

No. T. S.-289 of the 11th April 1922.

From the Postmaster General, Bombay Circle, to Chamber.

With reference to your letter No. 550-106, dated 7th April 1922, I have the honour to inform you that orders have already issued for the installation of three National Cash-Registers

in the Bombay Central Telegraph Office and we are now awaiting an expert who is expected in a few days time to instal the machines.

No. 627-106 of the 21st April 1922.

From Chamber to the Postmaster General, Bombay Circle, Bombay.

I am directed to acknowledge receipt of your letter No. T. S. 289, dated the 11th April 1922, and to thank you for the information therein contained which will be of considerable interest to the commercial community.

Telegraph Notification, Bombay, dated 18th May 1922.

National Cash Registers will be brought into use at the Public Counter of the Central Telegraph Office on 24th May 1922, for the issue of receipts to senders of telegrams who have no Deposit Accounts and pay for the same in cash. This will obviate the need of stamping telegrams and expedite work at the Counter.

Special telegram forms will be issued to senders on application.

APPENDIX M-2.

INTERNATIONAL CONFERENCE ON ELECTRICAL COMMUNICATIONS.

No. H. Y. 12 of the 4th September 1922.

From Director-General of Posts and Telegraphs, Simla, to Chamber.

I am directed to inform you that the next International Conference on Electrical Communications will very probably

be held at Paris in the Spring of 1923. I am to enquire whether your Committee would wish any matters regarding the regulations applicable to foreign telegrams, including those sent by Radio to be considered by Government. In this connection I am to request that the views of your Committee on the question of triple rate foreign messages may kindly be included in your communication, which may be sent so as to reach the Director-General of Posts and Telegraphs by the end of this month.

No. 1806-253 of the 6th October 1922.

From Chamber to the Director-General of Posts and Telegraphs, Simla.

I am directed to acknowledge receipt of your letter, No. H.Y.12, dated the 4th September 1922, enquiring whether my Committee desire to submit any points in connection with the regulations regarding foreign telegrams for consideration at the next Conference on Electrical Communications to be held at Paris in 1923.

2. In reply I am to state that my Committee are of opinion that, in the case of deferred foreign telegrams, the following restrictions should now be removed as they are not enforced in the case of foreign telegrams sent at ordinary rates:—

(*a*) the compulsory use of the service abbreviations LCF, LCO and LCD and their inclusion in the list of chargeable indications. (If their retention is considered necessary they should be transmitted free of charge);

(*b*) the admission of figure groups only as a temporary measure and even then not in the case of telegrams for Austria, Belgium, Bolivia, Denmark, Germany, Hungary, Punta-Arenas, Siam, Spain, Sweden Switzerland, United States of America and places served by or *via* North Atlantic cables, and Wireless offices in Peru and Yugo-Slavia. (My Committee consider that figures should be accepted in the text of deferred telegrams, as a permanent measure, by all countries between which such telegrams are exchanged);

(c) the charge made for each letter in commercial terms such as fob, cif, caf, etc., and commercial marks, such as AP-M., GHF. (My Committee consider that the same concessions should be allowed in this respect as in the case of telegrams sent at ordinary rates).

3. With regard to your request that my Committee's views on the subject of triple rate foreign telegrams shall also be embodied in this letter I am to state that my Committee are unanimously of opinion that it is inexpedient for India to give up the triple rate system so long as other countries continue to take advantage of the facilities which it provides.

4. While, however, certain members of my Committee would welcome the abandonment of the system, in due course, in agreement with other countries a very considerable majority feel that the improvements recently effected in the ordinary cable service have removed many of the objections hitherto urged against the system and that, on the whole, the consensus of commercial opinion is opposed to the withdrawal of the convenience which the triple rate service undoubtedly provides.

5. An enquiry among several of the leading firms of this city indicates, moreover, that the service in question is now only used in exceptional cases and that foreign telegrams sent at ordinary rates reach their destination in a comparatively short time. Official figures for the year 1920-21, the latest available, show that the number of cables sent at triple rates was 190,824 as compared with 2,094,547 at ordinary rates and my Committee have reason to believe that the proportion is becoming increasingly smaller. In that case the majority of my Committee feel that ordinary cables meet practically all requirements at the present time and that the extent to which the triple rate service is likely to be utilized in the future is so small as hardly to interfere at all with the ordinary service. At the same time they consider that the privilege of sending urgent cables should not be entirely withdrawn as there are occasions when it is of the very greatest importance that a particular message should reach its destination as quickly as possible. If, therefore, the sender of such a

message is prepared to pay a heavy extra fee for this facility my Committee are of opinion that in the circumstances, he should be allowed to do so.

6. The arguments of the minority are adduced mainly in regard to the conditions obtaining in Calcutta, Madras, etc., and the possibility of delays in transmission overland necessitating rather more use of the triple rate system to the detriment of the ordinary traffic. The exposition of that aspect of the case may, however, be left to the Chambers concerned. My Committee believe, nevertheless, that the very great improvement in the transmission of ordinary cables has not yet been fully appreciated and that if the attention of the public is specially directed to that fact the use of the triple rate system will be still further restricted to exceptional cases.

APPENDIX M-3.

THE TELEGRAPH SERVICES AND WIRELESS TELEGRAPHY.

No. 281 A. C., dated 1st April 1922.

From Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

Cable Communications : Wireless Telegraphy.

I am directed to hand you, for the information of your Chamber and for such remarks as you may wish to communicate, a copy of a letter, No. 1060, dated 29th March from the Bengal Chamber of Commerce, forwarding a memorandum by the Marconi Co. on this subject .

2. A copy of the report of the discussion at the annual general meeting on the subject of cable communications is also annexed for your information.

No. 1060-1922, dated 29th March 1922.

From Bengal Chamber of Commerce, Calcutta, to the Associated Chambers of Commerce of India and Ceylon.

With reference to the discussion at the annual meeting of the Associated Chambers on the question of cable communications, I am now directed to hand you, for the information of the Chambers, a copy of a memorandum by the Marconi Company. This memorandum, which deals with the proposed establishment of wireless communication between the principal points of the British Empire, has been made over to the Bengal Chamber by Sir Charles McLeod.

C. C. No. 89-1922.

WIRELESS TELEGRAPHY

The following memorandum, by the Marconi Company, on the question of the establishment of wireless communication between the principal points of the British Empire has been handed to me by Sir Charles McLeod for the information of the Committee.

MEMORANDUM FOR SIR CHARLES MCLEOD.

The necessity for establishing reliable wireless communication between the principal points of the British Empire has long been recognised as a matter of great strategical and commercial importance. The only question which the various Governments are really concerned with is as to the best manner in which this communication can be carried out practically and this we have to consider under two headings :—

(1) The actual method of establishing the communication.

(2) Whether it should be State owned or carried out by private enterprise.

METHOD OF COMMUNICATION.—It must be obvious to the meanest intelligence that the most satisfactory way of establishing rapid and reliable telegraph communication between two points is to make that communication direct and independent of intermediate repeating stations. We are primarily concerned here with the question of communication between India and the United Kingdom and there can be no doubt that if direct reliable wireless communication is possible it would be far more advantageous than having to rely upon an intermediate station in Egypt through which all messages would have to be repeated. The whole question, therefore, turns upon this one point—is direct wireless communication with India possible on a

commercial basis ? In this connection there are two schools of thought. The Imperial Wireless Telegraphy Committee 1919-1920 which was appointed by the Government under the Chairmanship of Sir Henry Norman to consider the whole question of Imperial Wireless Communications, included a number of eminent scientists, not one of whom, however possessed the slightest personal acquaintance with *the practical problems* connected with high power wireless transmission.

The Norman Committee's report was eventually published in June 1920 and the conclusions they arrived at may be summarised as follows :—

The Norman Committee recommended first that a scheme of Imperial Wireless Communications be established connecting the communities of the Empire by geographical steps of about 2,000 miles each.

2. That the wireless system employed should be that involving the generation of radiotelegraphic energy by means of thermionic valves.

3. That the first two stations in the chain should include the partly erected Post Office stations in England and in Egypt and that these stations should be completed as rapidly as possible. The system to be employed on these two stations however was to be the Poulsen arc system which had already been partially installed.

The reasons discussed by the Committee in the body of their report which led them to these conclusions are extremely controversial. I do not, however, propose to discuss here the merits of the arguments which the Norman Committee have put forward, as I wish to confine my remarks to questions of fact. There are only four big wireless organisations in the world :—

(*a*) the Marconi Company ;

(*b*) the Talefunken Company (Germany) ;

(*c*) the Compagnie Generale de Telegraphil sans Fil (Paris) ;

(*d*) the Radio Corporation of America.

The experts of all these Companies, which are working in close co-operation, will tell you that the Norman Committee's contention that reliable communication is only possible up to 2,000 miles is ridiculous.

I have said above that I will deal with facts and the facts are as follows :—

(1) We are today carrying out reliable communication between England and America, a distance of 3,300 miles.

(2) There is regular communication between America and Stavanger (Norway) 3,550 miles. Between America and Lyons 3,850 miles, between America and Nauen (Germany) 3,960 miles.

Australia has for some time past been receiving news messages regularly by wireless direct from New York and from Bordeaux 9,600 miles and 10,500 miles respectively.

The Pioneer Press of India has been regularly publishing messages from their Correspondents in London which were received direct from the Marconi station in Wales by the Indian Government wireless stations, a distance of some 4,500 miles, and these instances could be multiplied further were it necessary to do so.

(3) The Australian Government has recently decided on the erection of a high power station in Australia for direct communication with the United Kingdom 10,500 miles.

(4) The Canadian Government has recently given a license to the Marconi Company for the erection of a high power station at Montreal for direct communication with the United Kingdom.

(5) The War Office experts have also stated that in their opinion direct communication with India is perfectly feasible but in this connection it should be particularly noted that the War Office were not represented upon the Norman Committee and were not given an opportunity of officially stating their views, notwithstanding the highly important strategical questions involved.

(6) The General Staff in India have categorically stated that from the strategical point of view direct communication with the United Kingdom is an essential factor in the scheme.

(7) The system recommended by the Norman Committee above referred to (thermionic valve) is the property of the Marconi Company, but notwithstanding this, no allowance has been made in the Norman Committee's estimates for the acquisition or use of the Marconi Company's patents. The figures of cost which have been put forward in the Norman Committee's Report have been criticised by the experts of the Government of India as totally inadequate and it should further be borne in mind that the Norman scheme anticipates a recurring annual loss on the maintenance of the stations.

(8) The Post Office stations in England (Leafield) and in Egypt employ what is known as the Poulsen are system which

has long since been discarded by the Marconi Company, as well as by the French, Americans and Germans as entirely obsolete and out of date.

(9) The Post Office station at Leafield, which has just recently been completed, is acknowledged by the majority of experts and even by experts of the Post Office to be a technical failure as it causes very serious interference with all other stations in the neighbourhood.

All the above are facts which can easily be verified but notwithstanding these facts and notwithstanding the enormous advances which have been made in long distance communication since the Norman Report was issued, the Post Office are still endeavouring by every means in their power to induce the Government of India to adopt the Norman scheme.

From the commercial and strategical point of view the proposal of the Norman Committee to work to India, Australia, and South Africa through intermediate stations is unsound. According to the Norman scheme the communications between the United Kingdom and South Africa, as well as all our Eastern Colonies and Dependencies, would have to be relayed through a station in Egypt. Having regard to the political condition in Egypt and the uncertain future of that country it is obviously strategically unsound that the whole of our Colonial wireless communications should rest upon the safety of that one particular station. In other words *direct* communication is obviously an essential strategic factor.

From the commercial point of view the repetition of telegraph traffic at the intermediate stations is equally unsound as it considerably increases the expense owing to the extra staff which has to be maintained at the intermediate stations for the reception and retransmission of messages. From a telegraphic point of view also it tends to increase the chance of error and encourages delays. This will be all the more obvious when it is remembered that according to the Norman scheme all the messages from India, Australia, and South Africa would have to pass through what may be termed the Egyptian bottle neck.

STATE OWNERSHIP *versus* PRIVATE ENTERPRISE.—In Germany, France and America all long distance wireless communications are in the hands of private enterprise for the simple reason that the Governments of those countries recognise the fact that none of their respective Departments have the necessary personnel or experience which would enable them to erect and maintain economically an up-to-date system of high power stations embodying all the latest improvements and inventions.

If the British and Dominions Governments concerned decide to organise the Imperial Chain themselves they will be compelled to create a very highly specialised and technical staff with which to

erect and maintain the stations. Where is this staff to come from? There are many ex-officers and engineers who can be found to-day with practical knowledge of wireless telegraphy, but such knowledge would most certainly not enable them to erect and maintain a modern high power station comprising all the most recent inventions, much less a number of such stations. For the lay mind to understand the difficulties of the problem it must be appreciated that there is as much difference between a modern high power station for long distance high speed work and the type of station that has up to now been operated by existing Government Departments as there is between a modern Super-Dreadnought and a cross channel steamer. The builders of the cross channel steamer might very possibly construct an ocean liner, but his does not mean that they would necessarily make a success of the Super-Dreadnought. Given plenty of time and ample funds no doubt such a staff could be created and trained but the matter happens to be one of great urgency. It is a matter, of common knowledge and comment amongst Government Officials themselves that there is no Department of the Government existing to-day with the trained staff and experience requisite to carry out satisfactorily a wireless scheme of this magnitude and commercial importance. Even if such a Department existed the question still remains as to whether it could operate and maintain such a series of stations economically and efficiently. We have recently had before us the example of the State control of telephones. Can this be termed an unqualified success notwithstanding the fact that the Government took over an already assisting system with a trained staff of engineers? What chance does any Government Department stand of making a rapid and economical success of long distance high speed wireless when the stations are not yet erected and no Government organisation exists for their maintenance?

In making these comments it should be clearly understood that these criticisms are not aimed against the energy and ability of the individual officials, but rather against the Departmental system itself which inevitably handicaps anything in the nature of rapid development and enterprise. Such a rigid financial system which is necessary if the public interests are to be properly safe-guarded cannot be expected to keep pace unaided with the requirements of a science of this nature where every penny of expenditure has to be foreseen and budgeted for a long time in advance.

It is interesting to note that the Dependencies and Dominions who are expected to bear their share of the cost of the scheme are far from sharing the views of the Imperial Government as to the desirability of State control, at any rate in the first instance. In the early part of 1920, after mature consideration, the Government of India decided that the commercial and strategical interests of that country would best be served by licensing private enterprise to erect and work the Indian station and authority was sought to proceed immediately on lines whereby the Government of India would have received a substantial share of the profits whilst maintaining control and reserving

to itself the power to take over the station as soon as an organisation had been built up capable of working the service economically.

Had the Government of India been permitted to proceed on these lines a direct commercial service between India and the United Kingdom would have been an established fact to-day. As it is nearly two years have passed the authority then asked for is still withheld, and the matter is still under consideration although the opinions of the competent authorities have undergone no change. The Australian Government also have decided definitely against State ownership and is providing for direct wireless communication with the United Kingdom in partnership with private enterprise. Finally the Canadian Government has recently granted a license to the Marconi Company to erect a long distance station at Montreal for direct communication with England, whilst an important section of the South African press is agitating for an arrangement similar to that decided on by the Australian Government. In the sea of controversy that has arisen certain salient facts stand out—

(1) Were it not for the desire of the British Post Office to create for itself a monopoly of all Empire Wireless Communications by refusing to grant licenses to private enterprise, the Imperial Chain would to-day have been an established fact instead of a paper scheme.

(2) The French, American and German Governments have delegated to private enterprise the development of their respective Colonial and long distance commercial wireless routes the construction of which is already far advanced.

(3) The Governments of the British Dependencies and Dominions, who by the way were not previously consulted, are very far from being unanimous in supporting the recommendations of the British Post Office.

So much for State Control.

THE TELEGRAPH SERVICES.

SIR JAMES SIMPSON (Madras) moved the following resolution:—

With reference to the resolution adopted by this Association in annual meeting on the 25th January, 1921, it is noted with regret that very little further improvement has taken place during the past year in the cable service between India and the United Kingdom, which is still very far from the pre-war standard, and that the express rates have not yet been abolished.

This Association therefore urges upon the Government of India the necessity for more speedy action being taken to get the cable service back to normal.

He said:—I do not think many words are required from me to commend this resolution for the acceptance of the Conference. The resolution which appears in the name of the Madras Chamber was drawn up more than three months ago at a time when there was less delay, and perhaps the wording of it is comparatively mild. The Madras Chamber has not the gift of strong language and perhaps if Sir Thomas Smith can think of anything stronger I shall be only too happy to accommodate myself to his view. At the time when the resolution was drawn, there was considerable improvement in ordinary messages and we were getting our cables more speedily. We were certainly getting a reply to urgent messages within a day, but last week in Madras we were back again to three or two days for ordinary messages. The main point I would like to emphasize in this resolution is that attaching to the triple rate system. Two years ago a Sub-Committee of this Conference waited upon the Secretary for Commerce and I think I am correct in saying that, as a matter of principle, we opposed the introduction of the triple rate system. Notwithstanding that, it was introduced and we have since used it daily. We find as business men we must use the triple rates system, or not use cables at all. The danger is that it will become a stereotyped sort of affair. Although I would not like not to have the privilege of using it, I am almost inclined to urge the Conference to advocate its abolition. The resolution has not been so worded that the triple rates system should be altogether abolished, but if it is the opinion of the Conference, that we shall gain something by abolishing it rather than by perpetuating it, I shall be glad to amend the resolution accordingly. After finding out the views of the Conference, I shall beg leave to move the resolution.

MR. RHODES (Bengal):—This is a very old subject and the Madras Chamber has our hearty support in its efforts to get back as soon as they can to pre-war days. It is a long time since the War and we think that it is time that we were getting a really effective service, and at normal rates. Sir James Simpson has suggested that these triple rates are becoming a stereotyped affair and that all find it necessary to use them. As regards the question of delays to ordinary messages, I would certainly ask the members here to impress upon their members to use ordinary rates save in very exceptional circumstances because, by blocking the line with triple rates messages, we are not only paying a great deal more money which we need not do but we are also handicapping ordinary messages. I personally should very much like to see triple rates abolished. Now I know the argument is used and has always been used when we have approached the Government, that if we abolish triple rates we shall be at a disadvantage as regards Australia, China, Ceylon and the Straits Settlements, whose messages as soon as they meet our lines from Bombay, will take precedence over ours. But speaking on behalf of my Chamber, if Sir James Simpson desires to alter his resolution in the form of asking for the abolition of the triple rates, we should be very inclined to support him.

MR. PATON (Bombay):—I am in the fullest sympathy with the resolution which Sir James Simpson has brought forward. I must confess, however, to some little surprise, that he has not made any reference to wireless telegraphy. I think a good many of the delegates present here would agree with me that a sound wireless telegraphic system between India and the United Kingdom would be an inestimable boon to commercial houses in India, not to mention other directions in which such a system would be very advantageous. I know of nothing which will be more likely to help us to get rapidly back to a position of normality than this. I think perhaps Mr. Innes might tell us what the position at the moment may be in regard to wireless telegraphy between India and England; but in any case I would ask Sir James Simpson if he could not see his way to insert some reference to the desirability of the Government of India establishing a direct system of wireless telegraphy at the earliest possible moment between India and the United Kingdom.

SIR THOMAS SMITH (Upper India):—I notice that this Conference last year passed a resolution on this subject to the effect that "this Conference notices with approval the improvements in the cable communications between India and the United Kingdom and trusts that the Government will do all in their power to effect still further improvements so as to bring the time of transit of cable messages up to pre-war standard; and this Association further trusts that early steps will be taken to abolish the express rate charges." If that resolution has had the effect of stopping further improvement, I think it is unfortunate that we ever passed it. The point is—does the Madras Chamber complain of the thing going backward or simply that matters have not improved much during the last year? I am quite in sympathy with the resolution proposed by the Madras Chamber and we are prepared to support it. With reference to what has fallen from Mr. Paton as regards wireless telegraphy, I understand that under the peculiar climatic conditions of India, we cannot by any means be assured of a really good service for over four months of the year. I think the months are the Monsoon months beginning from the end of June and ending somewhere in September or early October. This I have heard from the Telegraph Department.

SIR EDGAR HOLBERTON (Burma):—My Chamber is prepared to accept this resolution and to support it, but I don't know whether we shall be able to recommend the abolition of the triple rates system. The view of my Chamber is that sometimes there is exceedingly useful work put in by that service, and until things get too bad we do not want to see it abolished. If the wording of the resolution is so amended as to include the abolition of the triple rates then I shall not be able to support it. It seems to us that in this resolution should have been included some expression of opinion as to what the Telegraph Department really requires, that is, the speeding up of their repairs. We have not so far as I know had any report during the last year of the progress made in this direction. I remember at the interview we had last year we received the assurance that the best that could

be done was being done but whether they carried out their promise or not, I do not know. It also seems to me a pity that there is nothing in this resolution concerning wireless telegraphy. My Chamber believes that very great assistance can be given to the very difficult telegraphic position from which we are suffering at present by the multiplication of facilities for wireless telegraphy, and I propose that the resolution be amended in that sense. It seems to me at the present moment that the delays are due to two things—firstly, the wires are overburdened, and secondly, very little use is being made of wireless telegraphy. Whether it is the opinion of this Conference that there should be a reference to wireless telegraphy in this resolution or not, I do not know, but if the amendment has the approval and support of the other members, I shall be prepared to move it.

The PRESIDENT :—The resolution before the meeting is as follows :—

> With reference to the resolution adopted by this Association in annual meeting on the 25th January, 1921, it is noted with regret that very little further improvement has taken place during the past year in the cable service between India and the United Kingdom which is still very far from the pre-war standard and that the express rates have not yet been abolished.
>
> This Association therefore urges upon the Government of India the necessity for more speedy action being taken to get the cable service back to normal.

On being put to the meeting the resolution was declared carried unanimously.

SIR JAMES SIMPSON then moved the following additional resolutions :—

> This Association has further to call attention to the great increase in the number of mutilations in the cables and requests that steps be taken to enquire into the reason and for their avoidance.
>
> This Association has also to call attention to the delays experienced in connection with Inland telegrams and to request that the service may be speeded up.

He said :—With the permission of the meeting I will deal with No. 3 first ; and I would say that, so far as Madras is concerned, we have found the delay is usually bad. Sometimes it is not so bad, as at other times, but it is never good. I do not know whether that is the experience in other parts of India but certainly that has been our experience in Madras. As regards mutilations these have increased in number to a most appalling extent. I do not think that a single cable ever comes into my office without some mutilation of some

sort. As a rule they are of such a nature that we can easily spot them and we seldom trouble the Telegraph office for repetitions, but I know of houses in Madras who make it a point of calling upon the telegraph authorities for a repetition of every mutilation. It is one of the causes of the delay on the wires,—people calling for repetitions. I should like to give the Conference one instance, and if the members present will write it down they will see exactly the point. I shall call attention to one symbol which was received in mutilated condition. The symbol was rendered as EEWIBOVCAT, whereas according to repetition received at Madras the symbol transmitted from London was WYSDUAAPBU. This is a serious discrepancy *(Laughter)*. We received no explanation whatever from the Madras office and consequently we addressed the Director-General in Calcutta in the matter, pointing out that cable messages have been frequently mutilated to a very great extent and that the particular case under reference seemed to merit special investigation. After a month we got a very civil reply saying that the Telegraph office regret the error complained of which occurred during transmission of the telegram in question overland and we were told that the person responsible for the error would be suitably dealt with. It was something to have got that. But mutilations still go on and this Association while bringing them to the notice of the Telegraph authorities would like to see if there is any means in our power to overcome the difficulty. Whether we ought to suggest schools for telegraphists or other measures, I do not know, but the fact remains that the mutilations in the cables to-day are really very bad indeed and it is incumbent upon us as business men, while pointing out this matter to the authorities to suggest some way out of the difficulty by having schools for telegraphists established where better training could be given or in some other way. I think we might gain something by suggesting some way out of the difficulty than by merely putting forward the complaint and getting the answer that "the person to blame will be suitably dealt with." I beg to move the resolution.

SIR THOMAS SMITH :—With regard to mutilations in cables, it seems to me that one remedy undoubtedly is that every mutilation be sent back for repetition even although it is a very slight one. In that way you can bring the error home to the Telegraph Department and it may be localised. The enquiry has to go back to England or wherever the cable comes from and in that way you are able to find out what the cause of the mutilation is. With regard to resolution No. 3 calling attention to the delays with regard to Inland telegrams, I think one may say, speaking generally, that the telegraph service has suffered ever since it was united with the postal service and I think the reason for that is that the old and trained men in the telegraph service have all more or less been taken for construction work and their places in the traffic have been taken by men from the Postal Department. It is, I believe, well known that telegraphists recruited from the postal service have by no means the same education and are not by any means so well equipped as the class of telegraphists who

were recruited under the old scheme. It will perhaps be too much to suggest to-day the divorce of the Telegraph Department from the Post Office, but at the same time it seems to me that unless a better type of man can be enlisted and trained as a telegraphist that we may some day have to come to that. The whole question really centres round that, that the type of telegraphist recruited to-day is not the type that was recruited before under the old system when the Telegraph Department was a separate department.

MR. RHODES (Bengal):—The Bengal Chamber of Commerce heartily supports the 3rd resolution, but we have a little difficulty about the second. The resolution refers to the geeat increase in the number of mutilations. If we send this resolution up to Government we shall probably be confronted by them with figures which will show that possibly there has been diminution—figures which we cannot check. Sir James Simpson has indicated that most of us jump at the meaning of the mutilation without calling for repetitions. With regard to the suggestion by Sir Thomas Smith that we should call for repetitions as often as we can, I think that would make confusion worse confounded by congesting the lines with unnecessary calls for repetitions. I think that would really tell against us, but there is no question that there are a large number of mutilations and where the cables are written out in longhand, the additional burden is laid upon us of deciphering what the letters are but I would like to suggest to the Madras Chamber that they should alter the wording of this resolution in the following form, "This Association has further to call attention to the large number of mutilations in cables, etc." The number is undoubtedly large, but I should not like the Telegraph Department to get one back on us by compiling figures which as I say we could not disprove. With regard to the third resolution, I suppose we have the old trouble all over again. During the war the Telegraph Department was starved just like the railways were starved and our bankrupt Government was unable to supply the necessary funds but the delay in Inland telegrams is a very serious matter and I find it specially so between here and Bombay in my own business. We most heartily support this resolution.

SIR JAMES SIMPSON:—I most willingly accept Mr. Rhodes' slight amendment in the resolution which I think improves it.

THE PRESIDENT:—The resolution now before the Conference is as follows :—

> That this Association has further to call attention to the large number of mutilations in cables and requests that steps be taken to enquire into the reason for these and for their avoidance.
>
> That this Association has also to call attention to the delays experienced in connection with Inland telegrams and to request that the service may be speeded up.

The resolution was then put to the meeting and was declared carried unanimously.

SIR EDGAR HOLBERTON (Burma) then asked leave on behalf of the Burma Chamber of Commerce to move the addition of the following clause to the resolution :—

> That this Association desires to urge the Government of India to make more extensive use of the facilities for wireless telegraphy thus relieving the congestion on the cables.

He said :—It seems to me that we should do something further than bring the question of mutilations in telegrams to the notice of the Government and that is, to suggest a way out of the difficulty in the way of the Government which is really one of repairs and the cables being out of work. The only thing that we could suggest is that they should make more use of the wireless system, as it might do a great deal towards relieving the pressure on the cables. It may be argued that the question of competition between the wireless telegraph companies and the Government should be taken into account and discussed here, but personally I cannot see why Government should not be able to come to some arrangement with the wireless companies who I am sure would be very glad of any extra Government business which would considerably help them and in which there would be no objection to them taking rates which would be lower than those which are ordinarily charged. There could in fact be an agreement between the companies and the Government. Even if such an arrangement could not be made, there might very often be facilities for utilising the service for not very distant cables, for instance, cables to places which are easily attainable like Aden and so do something towards relieving the present pressure.

MR. PATON (Bombay) : — I have much pleasure in supporting Sir Edgar Holberton's amendment.

THE PRESIDENT :—The resolution before the Conference is as follows :—

> That this Association desires to urge upon the Government to make more extensive use of the facilities for wireless telegraphy and thus relieve the congestion on the cables.

The resolution was then put to the meeting and was declared carried unanimously.

The resolutions as adopted were as follows :—

> With reference to the resolution adopted by this Association in annual meeting on the 25th January 1921, it is noted with regret that very little further improvement has taken place during the past year in the cable service between India

and the United Kingdom, which is still very far from the pre-war standard, and that the express rates have not yet been abolished.

This Association, therefore, urges upon the Government of India the necessity for more speedy action being taken to get the cable service back to normal.

(2) This Association has further to call attention to the large number of mutilations in cables, and requests that steps be taken to enquire into the reason for these, and for their avoidance.

(3) This Association has also to call attention to the delays experienced in connection with inland telegrams and to request that the service may be speeded up.

(4) This Association desires to urge the Government of India to make more extended use of the facilities afforded by wireless telegraphy to relieve the congestion of cable traffic.

No. 657-118 of the 27th April, 1922.

From Chamber, to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 281-A. C., dated the 1st-6th April 1922, and its accompaniments, on the subject of Cable Communications with particular reference to the proposed establishment of Wireless Communication between India and the United Kingdom.

2. In reply I am to state that my Committee are in general agreement with the views expressed by the speakers during the course of the discussion on the above subject at the Annual General Meeting of the Association, particularly in regard to the inadequacy of the existing Cable Service but that they hope that the opening in the near future of the alternative route will improve matters in that direction.

3. In the meantime, however, my Committee are strongly of opinion that every possible means should be employed to improve the existing service, including the provision by private enterprise of an efficient system of Wireless Communication between India and the United Kingdom.

No. 550—A. C. of the 29th June 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

THE TELEGRAPH SERVICES.

With reference to correspondence ending with your letter, dated 27th April 1922 I am now directed to send you herewith, for information, a copy of the marginally noted letter received from the Government of India on this subject.

Letter No. 1168-P.W., dated 16th June from the Government of India, Public Works Department, to the Associated Chambers of Commerce of India and Ceylon.

No. 1168-P.W. of the 16th June 1922.

From the Government of India (Public Works Department), to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to refer to the correspondence resting with your letter No. 248-A.C., dated the 28th March 1922, with which you forwarded, for the information of the Government of India the report of the discussion in connection with the resolution relating to telegraph services adopted at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held in Calcutta on the 30th and 31st January 1922. In these resolutions, your Association requested:—

(*i*) that more speedy action be taken to get the cable service between India and the United Kingdom back to normal;

(*ii*) that steps be taken to avoid the large number of mutilations in cables;

(*iii*) that the inland telegraph service be speeded up; and

(*iv*) that more extended use be made of the facilities afforded by wireless telegraphy to relieve the congestion of cable traffic.

2. In reply I am to say, as regards (*i*), that the speedy restoration of the cable service to its pre-war standard has been kept steadily in view. It has to be borne in mind, however, that before the war the Indo-European Company's lines afforded an alternative route and until that route is re-opened it is scarcely reasonable to expect that traffic to and from the United Kingdom will be disposed of with

the same speed as formerly. Again, during the war, the Eastern Telegraph Company were not able to give proper attention to the upkeep of their cables, and since the termination of the war, the carrying out of the necessary repairs has caused dislocation of traffic. As far as the Government of India are aware the Company have been doing their best under difficult circumstances, and, as the following figures of delays on ordinary telegrams will show, a great improvement has already been effected in the service.

	Bombay-London.	London-Bombay.
	Hours.	Hours.
In June 1921	95	93
In February 1922	25½	32
At present	8	8

It is considered that the present service is not unsatisfactory so far as transit time is concerned, and a further reduction in this respect is expected when the Aden-Seychelles-Colombo cable has been laid and the Aden-Suez cable duplexed.

3. With reference to (*ii*), I am to say that congestion on the cables and their deterioration during the war may partly account for the increase in mutilations in foreign telegrams. At the same time, it would be unfair to attribute all such mutilations to the Cable Companies as a foreign message is handled by more than one Telegraph Administration. So far as India is concerned, there are no definite statistics available to show that the number of mutilations has increased disproportionately to the volume of the traffic but steps have been taken to raise the standard of signalling and supervision in India, while the general improvement of the service has continued to be an object of close attention. According to the records maintained in the office of the Director-General of Posts and Telegraphs, a reduction has taken place in the number of paid service advices issued for repetitions, etc., as well as in the number of complaints, although the traffic last year increased. This affords some ground for supposing that the number of mutilations is decreasing.

4. As to (*iii*), I am to observe that the delay reports maintained by the Director-General of Posts and Telegraphs show that there has recently been an acceleration in the disposal of inland telegraph traffic, due to the introduction of improved methods of high-speed working between the main traffic centres and to the adoption of new high-speed apparatus for the services between Rangoon and Calcutta and between Madras and Calcutta. Extra wires are also being erected to make up for the set-back that occured during the war. Owing to lack of funds it was impossible last year adequately to maintain all the lines in the country. Additional staff and funds have now been provided and it is expected the situation will continue to improve.

5. With respect to (*iv*), I am to state that the subject of the establishment of a direct wireless service between India and the United Kingdom is already under the consideration of the Government of India and His Majesty's Government, and that it is hoped that it will be possible to overcome the difficulties before long.

6. A separate communication will be addressed to you regarding the abolition of the class of urgent foreign telegrams at triple rates.

No. 679-A. C. of the 25th August 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The Telegraph Services.

In continuation of my circular letter No. 549-562 A. C., dated 29th June, I am directed by the President to invite an expression of opinion of your Chamber on the subjoined copy of a letter dated 31st July, from the Madras Chamber of Commerce, on this subject.

Copy of letter, dated 31st July 1922, from the Madras Chamber of Commerce.

With reference to your letter of the 29th June 1922, forwarding a copy of a letter dated the 16th idem, from the Government of India, Public Works Department, on the above subject, which has been under consideration by the Chamber, I am directed, to remark that, as regards the speeding up of cables, as the Chamber understands that under normal conditions private foreign cables take their turn along with express inland telegrams, they would suggest that the desirability of giving precedence to the despatch of foreign cables should be pressed upon the Government of India as a means by which a considerable saving in time could be effected.

This Chamber is also of opinion that something ought to be done to give commercial cables preference over press cables. The latter seem to be increasing greatly and a good deal of the matter could easily be dispensed with.

No. 1619-118 of the 11th September 1922.

From the Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 679-AC, dated the 25th August 1922, in which you ask for

the opinion of my Committee on the two suggestions, contained in the accompaniment to your letter under acknowledgment.

2. In regard to the first suggestion, namely, that foreign cables should be given priority in transit over express inland telegrams, I am to say that my Committee cannot see their way to accord it their support as the presupposition is that any foreign cable is more important than any inland express telegram—a contention which my Committee are not prepared to admit in its entirety.

3. The second proposal, as my Committee understand it, is that steps should be taken to obtain for commercial cables a preference over press ones and while my Committee appreciate the grounds upon which it is based they hesitate to suggest the adoption of any measure which might tend to render the news service even more unsatisfactory than it is at present.

No. 738-A. C. of the 6th September 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The Telegraph Service.

I am directed by the President to send you, for information and for any remarks you may propose to offer, the following papers in the above connection :—

(*a*) Letter No. 1601 P. W. dated 24th August 1922 from the Government of India, Public Works Department.

(*b*) Letter No. 2996 dated 5th September from the Bengal Chamber of Commerce, with accompaniments.

No. 1601-P. W. of the 24th August 1922.

From the Deputy Secretary to the Government of India, Public Works Department, Simla to the Associated Chambers of India and Ceylon, Calcutta.

With reference to paragraph 6 of my letter No. 1168-P.W., dated the 16th June 1922, I am directed to say that the question of the abolition of triple rates for urgent foreign telegrams has been considered by the Director General of Posts and Telegraphs who is not yet in a position to make any recommendation. The matter is under discussion between the BritishPost Office, the India Office and the Cable Companies and no decision has yet been reached. The Government of India observe that considerable difference of opinion exists on the subject. The Ceylon Chamber of Commerce, for instance considers that so long as foreign countries retain the facilities afforded by the triple rates system, it should not be abolished in India and Ceylon until the ordinary cable service has at least regained its normal pre-war standard, while the Bengal Chamber of Commerce desire that the system should be abandoned as early as possible. The Government of India also observe that in the report of the discussion of the representatives of the Associated Chambers on the subject of the telegraph services, a copy which was forwarded with your letter No. 248 A. C., dated the 28th March 1922, the representative of Burma opposed its abolition. They have noted, the views expressed during the discussion referred to and the resolution arrived at and are prepared to consider the question further when the proposals of the British Post Office are communicated to them.

Copy of letter No. 2998 *dated 5th September* 1922 *from the Secretary, Bengal Chamber of Commerce, to the Secretary, Associated Chambers of Commerce of India and Ceylon, Calcutta.*

The Telegraph Service.

I am directed to refer to your letter No. 549 A. C., dated the 29th June 1922, forwarding copy of the Government of India's letter on the above subject No. 1168 P. W. of 16th idem. The letter refers *inter alia* to the question of triple rates for urgent foreign telegrams and mentions that a separate communication will be addressed to you regarding the proposed abolition of this system. The Committee of this Chamber have since had some correspondence with the Government of India on this subject, and I am directed to send, for the information of your Association, copies of the following letters:—

(*a*) Their letter No. 2609, dated 9th August to Government.

(*b*) Government's reply No. 1584, dated 22nd idem.

(*c*) The Committee's letter No. 2996, dated 5th September in reply to (*b*).

ENCLOSURES.

No. 2609-1922 of the 9th August 1922.

From Bengal Chamber of Commerce to the Government of India, Public Works Department, Simla.

I have the honour to refer to your letter No. 1168 P. W., dated the 16th June 1922 addressed to the Associated Chambers of Commerce of India and Ceylon, with regard to the discussion at the annual meeting of the Association in January last, on the subject of the telegraph services. In paragraph 6 of your letter it is stated that a separate communication will be addressed to the Association regarding the abolition of the class of urgent foreign telegrams at triple rates. The Chamber understand that this separate communication has not been received as yet.

2. I am meantime directed to say that the Chamber desire to see the triple rate system abandoned as early as possible. It is their view that the system is an unsatisfactory expedient, introduced, it is true, at a time when cable delays were abnormal, but the natural result of it is that all cables of any importance whatever and in this category the great majority of commercial messages must be included—have to be sent at triple rates in order to ensure reasonable despatch. That is to say, commerce and industry are being heavily penalised by the exaction of an artificial rate that was hardly justifiable even as a temporary measure, and that should certainly not be maintained, as it is being maintained, more or less as a permanent measure. The argument is fully appreciated that, if India alone agrees to abolish the triple rates system, messages to and from this country may be placed at a disadvantage as compared with messages to and from Australia, China, the Straits, and so on, but the Chamber believe they can correctly say that there is just as much anxiety in those other countries to see the system abandoned as there is in India and the system of ordinary rates reverted to under which all countries would be on the same footing. The Chamber will be glad to know whether it is not possible to secure, by international agreement, the abolition of the system, and I am directed to ask for information on this point, and whether the Government of India would be disposed to initiate the necessary steps to this end.

Copy of letter, No. 1584, Public Works, dated the 22nd August 1922, from the Government of India, Public Works Department, Telegraphs, Simla.

In reply to your letter No. 2609-1922, dated August 9th, I am directed to state that the Director General of Posts and Telegraphs is not yet

in a position to recommend the abolition of the class of urgent foreign telegrams at triple rates. The matter is under discussion between the British Post Office, the India Office and the Cable Companies, and no decision has yet been reached. It is understood that considerable difference of opinion, exists on the subject. The Ceylon Chamber of Commerce, for instance, is not in agreement with your Chamber, and considers that so long as foreign countries retain the facilities of the urgent rate service for foreign cablegrams, this rate should not be abolished in India and Ceylon until the ordinary service has at least regained its normal pre-war standard. The Government of India have noted the views of your Chamber and are prepared to consider the question further when the proposals of the British Post Office are communicated to them.

Letter No. 2996-1922 of the 5th September 1922.

From the Bengal Chamber of Commerce, to the Secretary to the Government of India, Public Works Department, Simla.

I have the honour to acknowledge the receipt of your letter No. 1584 P. W., dated the 22nd August, on the subject of the suggested abolition of the class of urgent foreign telegrams at triple rates. The Committee note that the matter is under discussion between the British Post Offices, the India Office, and the Cable Companies; that no decision has yet been arrived at; and that the Government of India are prepared to consider the question further when the proposals of the British Post Office are communicated to them. Meantime you remark that there is considerable difference of opinion on the question and that the Ceylon Chamber of Commerce considers that so long as foreign countries retain the facilities of the urgent rate service for foreign cablegrams the triple rate should not be abolished in India and Ceylon.

2. With regard to these comments I am directed by the Committee to point out that, in their letter No. 2609 of 9th August, they pressed for the inauguration of international action with a view to the withdrawal of the triple rate system. They fully realise that there is room for difference of opinion as to whether it is expedient for India alone to give up the system while other countries continue to take advantage of it; they do not however think it likely that there is anything but complete unanimity among Chambers of Commerce in India and Ceylon as to the desirability of international action being taken towards securing the ultimate abandonment of an arrangement which is artificial and indefensible. The Committee would be very much surprised to hear that there is anywhere any desire on the part of commercial interests to maintain the triple rates system, and they would again ask the Government of India to consider the question of initiating negotiations with a view to common agreement among all the countries affected.

No. 1760-118 of the 29th September 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 738-A. C., dated the 6th September 1922, and its accompaniments, on the subject of the proposed abolition of the class of urgent foreign telegrams at triple rates.

2. In reply I am to state that the correspondence under reference in your letter has received the careful consideration of my Committee and that they are unanimous in holding that it is inexpedient for India to give up the triple rate system so long as other countries continue to take advantage of the facilities which it provides.

3. While, however, certain members of my Committee would welcome the abandonment of the system in agreement with other countries a very considerable majority feel that the improvements recently effected in the ordinary cable service have removed many of the objections urged by the Bengal Chamber against the retention of a service which the majority consider to be a convenience that it is undesirable to withdraw.

4. An enquiry among several of the leading firms of Bombay indicates, moreover, that the triple rate service is now only used in exceptional cases and that foreign telegrams sent at ordinary rates reach their destination in a comparatively short time. Official figures for the year 1920-21, the latest available, show that the number of cables sent at triple rates was 190,824 as compared with 2,094,547 at ordinary rates and it is believed that the proportion is now very much smaller and rapidly becoming less and less as time goes on. In those circumstances the majority feel that ordinary cables meet practically all requirements at the present time and that the extent to which the triple rate service is likely to be used in the future is so small as hardly to interfere at all with the ordinary cable service. At the

same time it is considered that the privilege of sending urgent cables should not be entirely withdrawn as there are occasions when it is of the very greatest importance that a particular message should reach its destination as quickly as possible. If therefore, the sender of such a message is prepared to pay a heavy extra fee for this facility my Committee are of opinion that, in the circumstances, he should be allowed to do so.

5. While the above are the views of the majority of the members of my Committee it is realised that conditions in Calcutta may be somewhat different on account of delays in transmission overland assuming such proportions as to necessitate Calcutta firms having recourse to the triple rate service. My Committee believe, however, that the very great improvement in the transmission of ordinary cables has not yet been fully realised and in that event it is probably desirable that the attention of the public should be specially invited to this aspect of the case in order that the use of the triple rate system may be still further restricted to exceptional cases.

Circular No. 1-A. C. of the 16th October 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to all Members of the Association.

CABLE COMMUNICATIONS: WIRELESS TELEGRAPHY.

With reference to my letter No. 280-293 A. C., dated 1st April, I am directed to send you copies of the further correspondence which the Association have had with the Government of India on this subject.

1. Letter No. 825-A.C., dated 26th September, from the Associated Chambers of Commerce of India and Ceylon to the Government of India, Public Works Department;
2. Letter No. 1944-P.W., dated 10th October, from the Government of India, Public Works Department, to the Associated Chambers of Commerce of India and Ceylon.

No. 825-A. C. of the 26th September 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Government of India, Public Works Department, Simla.

I have the honour to refer to your letter No. 1168-P.W., dated the 16th June 1922, with reference to certain questions in connection with the telegraph services. In paragraph 5 of your letter it was stated that the subject of the establishment of a direct wireless service between India and the United Kingdom was under the consideration of the Government of India and His Majesty's Government, and that it was hoped that it would be possible to overcome the difficulties before long. I am directed to ask if the Association may be informed as to what further developments have taken place. In particular they would be glad to know if it is the case that the scheme, favoured, it is understood, by the British postal authorities, of working through Egypt has been abandoned. And they take the opportunity of adding that this Association is strongly of opinion that any system of direct wireless communication between this country and the United Kingdom should be provided by private enterprise.

No. 1944-P.W. of the 10th October 1922.

From the Government of India, Public Works Department, Telegraphs, Simla, to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

In reply to your letter No. 825-A.C., dated September 26th, 1922, I am directed to state that it has been decided that when an Imperial Wireless Station is established in India it shall communicate direct with the United Kingdom, and not *via* Cairo. No final decision has yet been reached by the Government of India as to whether the station shall be owned and operated by the State or by private enterprise. In view of the central position of India in the Imperial Wireless Scheme, the Imperial Government consider it important that the station should be State-owned. The Government of India recognise the force of the considerations which have led the Imperial Government to this conclusion, but are not yet in a position to announce a final decision. The views of the Associated Chambers of Commerce have been noted by Government.

No. 2021-118 of the 6th November 1922.

From the Chamber, to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your circular No. 1-A.C., dated the 16th October 1922, forwarding copies of

further correspondence between the Association and the Government of India on the subject of the proposed establishment of a direct wireless service between India and the United Kingdom.

2. In reply I am to state that my Committee observe that in view of the central position of India in the Imperial Wireless Scheme, the Imperial Government consider it important that the station in India should be State-owned. In the circumstances my Committee think that it might be desirable to ascertain whether it has been definitely decided that the English station shall be State-owned or not as in the former event they are disposed to concur in the Imperial Government's view. In the latter event, however, my Committee cannot conceive the case for private enterprise, so far as the Indian station is concerned, as being anything but complete and they are of opinion that the desirability of entrusting the ownership and operation of the whole chain to one privately owned British Company should be urged more strongly than ever.

APPENDIX **M-4.**

INDIAN WIRELESS TELEGRAPHY (SHIPPING) RULES, 1922.

M.D. 9-777 of the 20th May 1922.

From Messrs. Turner, Morrison & Co., Ltd., Managing Agents, the Mogul Line of Steamers, to Chamber.

As you will be aware, the new Rules under the Wireless Telegraphy Act come into force on August 1st of this year. Under these Rules each vessel carrying over 50 persons will require either three telegraphists, or one telegraphist and two watchers, and each vessel carrying over 200 persons will require three telegraphists, the basic idea being, not that a vessel should be at all times in a position to receive and send ordinary messages, but that she should at all times be in a

position to receive distress signals. We are not, of course, taking into account here the automatic distress signal, which so far has not proved feasible. The position is, therefore, that from August 1st Shipping Companies will need to erect or otherwise provide accommodation for a number of operators and to pay and feed them unless means can be found to train a sufficient number of men from the ship's staff as watchers. The Marconi Company charge at present a flat rate of £223 per annum per operator, his food costs roughly £90 per annum more and taking into consideration the cost of erecting accommodation or of loss of passenger freight if passenger accommodation be given up for the purpose, it will be seen that a very considerable annual expenditure would be incurred by the use of qualified telegraphists in sufficient number to place the vessel in a position to receive distress signals at all times when at sea.

This expenditure could be almost wholly avoided by the training of 'watchers' from the ship's staff, and here we point out that the duties of a watcher are of the simplest description. A watcher has merely to be able to distinguish the two distress signals T.T.T. and S.O.S. when listening at the instruments. He is not required to have any knowledge of the instruments, nor to make adjustments, nor even to send or understand ordinary messages, and in fact, we understand that any person of moderate perception can be trained as a watcher in about two days. This being the case it appears to us that the ship's tally clerks, whom we think we are correct in stating, are carried by all vessels operating in India, likely to require Wireless sets, would prove perfectly capable of being trained and utilised as watchers during the period the vessel is at sea, when at present their duties are practically nil. No further accommodation would be required for them and if a small sum per month extra were allowed to them upon qualifying, such sum would be negligible compared to the very large annual expenditure otherwise required. The only difficulty at present in the way is that no means exist of training watchers in India. We wish to suggest therefore for the consideration of the Chamber, if all Shipping Companies affected are agreeable to the proposition, that the Government of India be approached with a view to the provision of a training school (no doubt, two would be necessary, one at

Bombay and one in Calcutta) at which tally clerks or others could qualify.

As under the new Rules, a watcher must be certified by Government, it is clear that sooner or later the Government must provide an examination room or building equipped with instruments to enable watchers to undergo the necessary tests and but very little modification or extra expenditure would be necessary to enable applicants to receive the short training necessary there also.

Less than ten weeks remain before the Rules come into force and if all Companies are in favour of the above idea it would probably become necessary to request Government to defer the operation of the Rules until such a training school was provided and a sufficient number of watchers qualified, but this no doubt would be fully considered by the Chamber.

No. 823-77 of the 31st May 1922.

From Chamber to the Government of India, Department of Commerce, Simla.

I am directed to invite a reference to Rule 7 (*ii*) of the Indian Wireless Telegraphy (Shipping) Rules, 1922, in accordance with the terms of which ships of class II, on and after the 1st August,1922, shall carry, in addition to the prescribed number of certificated operators, certificated watchers in accordance with a table therein specified, and also to the provisions of Rule 11 wherein it is stated that such watchers shall be certificated by the Director-General of Posts and Telegraphs.

2. Having regard to the fact that the rules in question come into force on the 1st August next I am to enquire whether any arrangements have yet been made for the training, at the various ports, of the requisite number of the ship's Company to act as watchers and, if so, to request that my Committee may be informed at the earliest possible date of the nature of the arrangements so made in order that

the various Shipping Companies concerned may be advised accordingly.

No. 885-77 of the 8th June 1922.

From Chamber to Messrs. Turner Morrison & Co., Ltd., Managing Agents, The Mogul Line of Steamers, Bombay.

I am directed to acknowledge receipt of your letter M. D. No. 9-777, dated the 20th May, 1922, and in reply to state that a reference has been made to the Government of India for information as to the nature of the arrangements which have been made for the training of watchers at the various ports. The matter will be further considered by my Committee upon receipt of a reply from the Government of India.

No. W-1071 of the 14th June 1922.

From the Director-General of Posts and Telegraphs, Simla, to Chamber.

In reply to your No. 823-77, dated the 31st May 1922, addressed to the Secretary to the Government of India, Department of Commerce, I have the honour to enclose a copy of Posts and Telegraphs (Wireless Branch) Circular which furnishes the information you require.

POSTS AND TELEGRAPHS.

(*Wireless Branch.*)

Director-General's Circular No. 3.

SATURDAY, 6TH MAY 1922.

Indian Wireless Telegraphy (Shipping) Act, 1920.
Certification of Watchers.

In accordance with Notification (Department of Commerce) No. 612, dated 4th February, 1922, under the Indian Wireless

Telegraphy (Shipping) Act, 1920, clause 11, the Director-General of Posts and Telegraphs, India, will grant certificates to Watchers under the conditions set out below.

2. The Department of Posts and Telegraphs will not undertake the training of Watchers, but will examine candidates before granting a certificate.

3. Candidates for certificates may apply in writing to the Director-General of Posts and Telegraphs (Wireless Branch), Simla, or to the Officer in charge of the Indian Government Radio Station at Bombay, Calcutta, Karachi, Madras or Rangoon. In all cases applications must be accompanied by Rs. 2 in postage stamps and by documentary proof that the candidate :—

(*a*) Is a British subject or a subject of a State in India ;

(*b*) Is not less than sixteen years of age.

4. Candidates will be examined by the Officer in charge of the Indian Government Radio Station at the nearest port, and will be required to :—

(*a*) Read the Distress Signal, and Safety Signal when made by Wireless Telegraphy ;

(*b*) Understand the use of the above signals ;

(*c*) Ascertain by means of the buzzer tester whether the receiving apparatus is in correct working order.

5. Candidates who pass the examination will be required to make a declaration before the Examining Officer that they will observe the secrecy of correspondence which comes to their knowledge in the course of duty.

Certificate of Competency as Wireless Telegraph Watcher.

This is to certify that under the provisions of the Indian Wireless Telegraphy (Shipping) Act, 1920, Mr.———— has been examined and is qualified as a Wireless Telegraph Watcher.

2. It is also certified hereby that the holder has made a declaration that he will preserve the secrecy of correspondence.
Date 192 . *Signature of Examining Officer.*

The holder of this certificate is therefore authorised to operate radio-telegraph apparatus as a *Watcher*.

Date 192 . *Director-General of Posts and Telegraphs, India.*

Signature of holder.

Date of Birth. Place of Birth.

N.B.—This certificate may be endorsed suspended or cancelled at the discretion of the Director-General of Posts and Telegraphs, in the case of misconduct or breach of the regulations on the part of the holder.

Two rupees will be charged for each duplicate copy of this certificate in cases in which the loss is due to unavoidable accident. In all other cases the following charges will be made for duplicate copies of this certificate:—

Four rupees on the first occasion.

Eight rupees on the second occasion.

Sixteen rupees on the third or subsequent occasions.

G. R. CLARKE,

Director-General of Posts and Telegraphs.

No. 991-77 of the 22nd June 1922.

From Chamber to the Director-General of Posts and Telegraphs, Simla.

I am directed to invite a reference to the new rules under the Indian Wireless Telegraphy (Shipping) Act, 1921, whereby

on the August 1st each vessel carrying over 50 persons will require either three telegraphists or one telegraphist and two watchers.

2. I am further to refer to your letter, No. W-1071, dated the June 14th, 1922, from which my Committee learn that the Government of India will not undertake the training of watchers.

3. My Committee understand that the Marconi Company will arrange for the training of such of a ships crew as it may be desirable to train as watchers, but it is unlikely that the apparatus necessary for a training establishment of this nature (although its despatch from home has been expedited) will be available in time for the requisite number of watchers to be trained in conformity with the regulations.

4. The alternative of carrying qualified telegraphist would react very hardly on the Shipping Companies concerned as the necessary expenditure would be considerable.

I am, therefore, to request, with all due emphasis, that the date on which the abovementioned new rules shall come into force may be extended for a reasonable period in order to enable the requisite number of watchers to be trained and I am to urge that the request may receive the most urgent consideration of Government.

No. 1017-77 of the 24th June 1922.

From Chamber to Messrs. Turner Morrison & Co., Ltd., Agents, The Mogul Line of Steamers, Bombay.

I am directed to refer you to my letter, No. 885, dated the 8th June 1922, with regard to the question of the arrangements made for the training of watchers to be provided on ships in accordance with the Indian Wireless Telegraphy (Shipping) Rules, 1922 and to forward herewith for your information a copy of the letter my Committee have addressed to the Director-General of Posts and Telegraphs, Simla.

No. M.D. 10-4 of the 27th June 1922.

From Messrs. Turner Morrison & Co., Ltd., Agents, the Mogul Line of Steamers, to Chamber.

We have to acknowledge your letter of the 24th instant enclosing a copy of the letter which your Committee have forwarded to the Director-General of Posts and Telegraphs, Simla, with reference to the training of watchers.

We are much obliged for the copy of letter and thank you for the prompt action taken.

No. W-1071 of the 5th July 1922.

From the Director-General of Posts and Telegraphs, Simla, to Chamber.

With reference to your letter No. 991-77 of 1922, dated 22nd June 1922, I have the honour to inform you that the practice in the United Kingdom is to give a Watcher a course lasting two days and that this instruction is not carried out by the Government but by private enterprise.

2. Further the apparatus required is of an extremely simple nature and does not amount to a training establishment. In fact I am of opinion that suitable apparatus probably already exists at the headquarters of the Marconi International Marine Communication Company at Bombay and Calcutta.

3. Under the circumstances therefore I regret that I am unable to support the request contained in your letter that the date of bringing the Act into force shall be postponed.

Government of India, Commerce Department Notifications of the 22nd July 1922.

No. 3755.—In exercise of the power conferred by Section 6 of the Indian Wireless Telegraphy (Shipping) Act, 1920

(XLI of 1920), the Governor-General in Council is pleased to direct that in Sub-rule (2) of Rule 1 of the Indian Wireless Telegraphy (Shipping) Rules, 1922, for the words and figures "1st August 1922" the words and figures "1st January 1923" shall be substituted.

No. 3757—In exercise of the power conferred by Sub-section (3) of Section 1 of the Indian Wireless Telegraphy (Shipping) Act, 1920 (XLI of 1920), and in supersession of the notification of the Government of India in the Commerce Department, No. 615, dated the 4th February 1922, the Governor-General in Council is pleased to direct that the said Act shall come into force with effect from the 1st January 1923.

APPENDIX M-5.

BOMBAY TELEPHONE SERVICE.

No. 764-P.W. of the 7th April 1922.

From the Government of India, Public Works Department, Simla, to Chamber.

With reference to the correspondence ending with my letter No. 108-P.W., dated the 16th January, 1922, I am directed to forward for the information of your Chamber a copy of the Agreement made by the Government of India with the Bombay Telephone Company relating to the telephone system at Bombay, and to invite the attention of your Chamber to the provision in clause 4 which is intended to secure that its interests shall be duly represented on the Directorate of the proposed new Company.

AGREEMENT made this thirtieth day of the month of March one thousand nine hundred and twenty-two between the SECRETARY OF STATE FOR INDIA IN COUNCIL (hereinafter referred to as "the Government") of the one part and the BOMBAY TELEPHONE COMPANY, LIMITED, whose Registered Office is situated in Bombay (hereinafter referred to as "the Company") of the other part, supplemental to a License dated ninth day of February one thousand nine hundred and eleven and made between the same parties, being a License for the working and maintaining by the Company of Telephones in Bombay and elsewhere as in the License more particularly defined (hereinafter called the License). WHEREAS the parties are desirous of varying the provisions of the License as more particularly hereinafter appears and for such purpose have agreed to enter into this Agreement. Now it is hereby agreed by and between the parties hereto as follows:—

(1) The Government agree (subject to clauses 7 and 9 of the License and as hereinafter mentioned) not to exercise its right of purchase under the License before thirty-first March one thousand nine hundred and forty-three.

(2) (*a*) The Company undertakes to arrange for the forthwith installation of an automatic system in its exchanges on the island of Bombay and to complete the same within three years from April 1st, 1922, (unless prevented by strike, lock out, act of God, the King's enemies, violence of the mob, fire, storm, tempest or other inevitable accident) and the Company further undertakes within such period to install plant of the automatic or central battery type in all its exchanges in other areas covered by the License, except in those exchanges whose subscribers do not exceed three hundred in number, and to maintain all plant in a satisfactory working condition and to give a satisfactory service.

(*b*) In particular and without prejudice to the generality of clause (2) (*a*) hereof the Company undertakes that when any two exchange subscribers' circuits are connected together on the same exchange or the circuit of an exchange subscriber whose office is on one exchange in an exchange area is connected with the circuit of another exchange subscriber whose office is on a different exchange in the same exchange area, and the radial distance between the two exchanges does not exceed ten miles, the standard of speech shall not be inferior to that afforded by standard talking circuits with zero loops connected by a length of twenty-six miles of standard cable. The standard cable circuit is as follows:—

(Diagram).

(*c*) When the circuit of an exchange subscriber, whose office is on one exchange in an exchange area, is connected with the circuit of another exchange subscriber whose office is on a

different exchange in the same exchange area, and the radial distance between the two exchanges exceeds ten miles, the standard used shall be fixed in each case by mutual agreement taking into account all the circumstances of the case.

In the case of exchanges which are in excess of ten miles apart, the Company shall be authorised to charge a toll fee at a rate to be mutually agreed for calls between such exchanges.

(*d*) The circuit of any exchange subscriber requiring trunk service over trunk lines controlled by the Government is to be such that, when subscribers' circuits on the same exchange are connected through their own exchange apparatus to the terminals of an artificial line having an equivalent length of fifteen miles of standard cable (the artificial line being connected to the terminals in the Company's exchange on to which Government trunk junctions are or will be normally connected), the standard of speech shall not be inferior to that afforded by a standard cable circuit of 300 ohms loops connected by a line of fifteen miles of standard cable.

(*e*) The undertakings given in this clause shall be deemed to be a condition of the License and shall be construed as if set forth in the first schedule thereto.

3) The maximum annual subscription to be charged by the Licensees for exchange connections within four miles of the exchange shall be Rupees three hundred and fifty. But the Company agree that the rate to be actually charged shall not exceed Rupees three hundred until such time as the system has been converted to central battery or automatic working as aforesaid to the extent of not less than ninety-five per cent. of the subscribers' lines. The rates charged by the Licensees, so far as they exceed Rupees three hundred per annum, shall be subject to revision upwards or downwards after five years from the date hereof, it being understood however that the payment of a dividend on the paid-up capital of twelve and a half per cent. of which not more than eight per cent. shall be cumulative, shall be an essential factor of such revision and that in any year in which the net profits of the Company available for dividends shall exceed the above dividend on the paid-up capital such excess shall be applied as follows: namely one-third thereof shall be credited to those telephone subscribers on the books at the date of declaration of such dividend *pro rata* to the amount of their respective subscriptions for the past year and the amount so credited to each subscriber shall be allowed by way of rebate from his

subscriptions or if he is not a subscriber for that year shall be paid in cash and this amount can be claimed by Government if not paid to the subscribers; one-third thereof shall be paid to Government and one-third shall be distributed by way of further dividend among the members of the Company. The amount set aside annually for depreciation and reserve or otherwise, before the payment of a dividend, shall not exceed eight per cent. on the paid-up capital of the Company whether in the form of share capital or debentures. The charge to be made for any connections required by Government shall be twenty-five per cent. less than the maximum rates.

(4) If the Company shall form and register a limited liability Company in India to acquire the property, assets and undertaking of this Company and to carry on and develop the undertaking the Government, notwithstanding any provision to the contrary in clause 7 of the License, hereby consents to the transfer to such new Company of the License as hereby modified and all the Company's rights and privileges thereunder on the new Company agreeing to be bound by the License as hereby modified and executing a document to that effect with Government. The provisions of clause 7 of the License shall apply to the new Company formed under the power of transfer given under this clause. The Memorandum and Articles of Association of the new Company shall provide for the application of net profits over twelve and a half per cent. and also as to the amount to be set aside for depreciation and reserve in the manner set out in clause (3) hereof. The Board of Directors of the Company which may subsequently be formed to carry on the undertaking shall include one duly qualified member each of the Committee of the Bombay Chamber of Commerce and the Indian Merchants' Chamber and Bureau, Bombay, to be nominated by the Directors of the Company. It is agreed that the sale price of the Business as a going concern including all reserve and other assets shall be two and a half fully paid Rupees fifty shares in the proposed new Company for one fully paid share of the same denomination in the existing Company. This valuation of the shares at two and a half times their face value applies only to sixty thousand shares and a nominal capital of Rupees thirty lakhs and no further shares in excess of sixty thousand shall be issued in the existing Company after the date of this Agreement.

(5) The Company shall make regular service observations showing :—

(*a*) Wrong connections (wrong number, etc.);

(*b*) Time in answering calls;

(*c*) Time in clearing calls;

(*d*) Time in answering recalls (lamp flashing by subscribers);

(*e*) Register of complaints;

and the said observations shall be open always to the inspection of Government and any officer or officers authorised in this behalf.

(6) In the event of Government deciding to close any of the existing Government systems in areas in which the Company is operating the latter shall be required to transfer to their system all or any of the subscribers on the Government system by mutual agreement but within a period not exceeding twelve months, and on terms not less favourable than those applicable to the Company's subscribers at the time.

(7) The terms of clause 20 of the first schedule of the existing License shall be understood to include exchanges worked in connection with Government long-distance trunk lines.

(8) The Company shall be bound to extend their system, if so required by Government, so as to include any suburb of the town or towns, in which it is operating, provided that a return of not less than twelve and a half per cent. on the expenditure involved by any such extension is obtainable.

(9) In the event of any dispute or difference at any time arising between the parties hereto in respect of this Agreement of the several matters specified herein or with reference to anything arising out of or incidental thereto, such dispute or difference shall be submitted to and be decided by the arbitration of two arbitrators, one to be named by each party to the dispute or difference, which arbitrators shall appoint an umpire before taking upon themselves the burden of the difference and this Agreement shall be deemed to be a submission to the arbitration of two arbitrators within the meaning of the Indian Arbitration Act of 1889, and all provisions of that Act (except as hereby expressly varied) or by any Act of the Legislature passed in substitution therefore, or in modification thereof, and for the time being in force shall be deemed to apply to any reference hereunder.

(10) In all other respects and save as expressly hereby varied, the license of ninth February one thousand nine hundred and eleven shall remain in full force and effect.

The common seal of the Bombay Telephone Company, Limited, was hereunto affixed in the presence of

(Sd.) TRICUMDAS GORDHANDAS, *Director.*

(Sd.) E. J. BUNBURY, *Director.*

(Sd.) C. ROBINSON. *Secretary.*

Dated the 30th day of March, 1922.

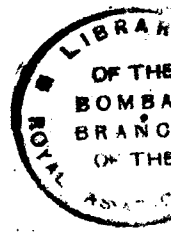
Signed by Sidney D'Aguilar Crookshank, the Secretary to the Government of India in the Public Works Department, for and on behalf of the Governor-General of India in Council, acting in the premises for and on behalf of the Secretary of State for India in Council.

(Sd). S. D'A. CROOKSHANK,
Colonel,
Secretary to the Government of India,
Public Works Department.

In the presence of

(Sd). R. P. HADOW,
Deputy Secretary,
Public Works Department.

Dated the 30th day of March 1922.



No. 656-65 of the 27th April 1922.

From Chamber to the Government of India, Public Works Department, Simla.

I am directed to acknowledge receipt of your letter, No 764-P.W., dated the 7th April 1922, enclosing a copy of the agreement, in its final form, made by the Government of India with the Bombay Telephone Company, Limited, and inviting the attention of my Committee to a provision in Clause 4 which is intended to secure that their interests shall be duly represented upon the directorate of the proposed new Company.

2. In reply I am to state that the terms of signed agreement have received the careful consideration of my Committee and that, while they appreciate the fact that the

provisions of the Company's license have been varied to the extent of the agreement now concluded, they are constrained to place on record a sense of their disappointment that (*a*) this Chamber's representation on the directorate of the Company appears to be contingent only upon the formation of a new limited Company, and that (*b*), Clause 6 of the draft agreement in respect of which their approval was originally accorded and communicated to the Government of India in their letter No. 44-65, dated the 9th January 1922, which was designed to give the Company the right to introduce a measured rate system, would appear to have been omitted from the final agreement.

3. In the above connection I am again to reiterate what my Committee throughout the course of the negotiations have consistently maintained, namely, how essential it is that the complaints of the commercial community with regard to the administration of so vital a means of communications as the telephone service should have an immediate and adequate mode of expression. As, however, my Committee read the agreement the commercial community are not afforded any more adequate means of redress, in the event of the service provided remaining as inefficient as at present, than they have enjoyed hitherto until and unless a new Company shall be formed to acquire the property, assets and undertaking of the present Company. My Committee are naturally not in a position to judge as to the time that will elapse before such a Company is formed or even as to the possibility of its formation in due course but they observe from a notice issued by the present Company, under date the 20th April 1922, that an immediate and substantial increase of its Capital is under consideration from which fact they can only assume that the flotation of a new Company is not comtemplated in the near future.

4. In conclusion, I am to state that under the draft agreement, the Government of India were entitled, in the event of the Company failing to observe any of the conditions specified therein, to revert to their rights under Clause 8 of the main license. No provision for such a contingency, however, appears to have been made in the final agreement and, in the circumstances my Committee cannot

understand the nature of the penalties, if any, to which the Company shall render itself liable in the event of it failing to maintain an efficient service.

No. 990-P. W. of the 15th May 1922.

From the Government of India, Public Works Department, Simla, to Chamber.

I am directed to acknowledge the receipt of your letter No. 656-65, of April 27th. Your Committee place on record their sense of disappointment that no reference to the introduction of the measured rate system has been included in the final agreement with the Bombay Telephone Company. I am to explain that the Government of India are not opposed to the introduction of the measured rate system, and are prepared to consider any proposals for substituting such a system for the present flat rates that may be submitted by the Company. In view, however, of the proposed installation of an automatic system in Bombay, in the course of the next three years, it was thought better to omit any reference to the introduction of the measured rate system at the present moment, pending some experience of the working of the automatic installation.

2. Your Committees anticipate that the floatation of a new Company is not contemplated in the near future. In this connection, I am to invite your attention to the last sentence of clause 4 of the agreement. The capital of the existing Company is understood to be insufficient to enable them to carry out the obligations imposed on the Company under clause 2 (*a*) of the agreement. It may be presumed, therefore, that a new Company will be formed in the near future, and that the period during which your Chamber will be made unrepresented on the directorate of the Telephone system will not be long.

3. With regard to your remark that your Committee are unable to understand the nature of the penalties, if any, to which the Company should render itself liable in the event of its failing to maintain an efficient service, I am directed

to invite your attention to clause 1 and 2 (*e*) of the agreement, which should be read with clause 9 of the license, dated February 9th, 1911. It will be seen that if the Company fails to carry out its undertaking to instal an automatic plant within three years and to maintain all plant in a satisfactory working condition and to give a satisfactory service, the Governor-General in Council may revoke its license and acquire the Company's system under clause 8 (*c*) (3) of the original license.

No. 888-65 of the 8th June 1922.

From Chamber to the Government of India, Public Works Department, Simla.

I am directed to acknowledge receipt of your letter, No. 990-P.W., dated the 15th May 1922, with further reference to the Agreement recently concluded between the Government of India and the Bombay Telephone Company, Ltd.

2. In the interim my Chairman, Mr. F. Nelson, has had the advantage of a conversation with Mr. Ewbank, on this subject and I am therefore to confirm quite briefly the views Mr. Nelson placed before the latter.

3. My Committee much appreciate the detailed nature of the explanation afforded them in your letter under reply as also the frank and courteous manner in which the various aspects of the question were discussed by Mr. Ewbank with the Chairman and desire to submit with all deference that their main complaint is the " presumptive " nature of their representation on the Board of the Company.

4. Whilst accepting your contention that in the fullness of time a new Company will in all probability be formed, I am to submit that the waiting period during which this Chamber's representation is apparently impossible until, in terms of clause 4 of the Agreement, a new Company shall be formed, constitutes for the Committee of this Chamber a period of constant warfare which it is their duty to wage

on behalf of their members against the methods of the Company. In effect, the Chamber has become the Clearing House for the many and varied complaints against the Company and its service.

5. I am, therefore, to request that pressure may be brought to bear upon the Company to the end that this representation may be secured immediately (even although this may mean an alteration in the Company's Articles of Association) unless Government are satisfied that a new Company is to be formed in the very near future. Such representation, in the opinion of my Committee, would—to a large degree—relieve the Chamber of the present burden of dealing with frequent complaints.

6. With regard to paragraph 3 of your letter, I am to point out that my Committee have never been afforded an opportunity of perusing the license, dated 9th February 1911, hence their enquiry as to the nature of the penalties to be exacted in the event of the Company failing to maintain an efficient service.

No. 1219-P.W. of the 23rd June 1922.

From the Government of India, Public Works Department, to Chamber.

In reply to your letter No. 888-65, dated June 8th, 1922, I am directed to state that the wishes of your Chamber have been noted by the Government of India and to attach, for your information, a copy of the license, dated February 9th, 1911.

License granted under Section 4 of the Indian Telegraph Act, 1885, by the Governor-General of India in Council, to the Bombay Telephone Company, Limited, for the Islands of Bombay, Salsette and Trombay.

1. In exercise of the powers conferred by section 4 of the Indian Telegraph Act, 1885 (Act XIII of 1885), the Governor-General of India in Council herein referred to as the Governor-General in Council is pleased to grant the following license to the Bombay Telephone Company, Limited (hereinafter referred to as "the Licensees").

2. The Licensees may establish and maintain Telephones, Telephone Exchanges and open Telephone Offices for a term of sixty years from the 1st day of April 1903, within the following limits, namely, within the limits of the islands of Bombay, Salsette and Trombay including the Harbour of Bombay and the vessels lying therein.

3. The Licensees may establish and maintain for that term Telephone wires connecting—

(*a*) the Central Exchange of the Licensees with the District Exchanges of the Licensees;

(*b*) the Offices of Subscribers within the said limits with a Telephone Exchange of the Licensees;

(*c*) the open Telephone Offices of the Licensees with a Telephone Exchange of the Licensees;

(*d*) with the permission in writing of the Governor-General in Council, a Telephone Exchange of the Licensees with the Office of a Subscriber situated beyond the said limits.

4. When the Licensees have in accordance with the provisions of this license established a Telephone Exchange within the said limits they may establish, maintain and let on lease for the said term or any part thereof, private telephone wires connecting the office of any person situated within the said limits with another office of the same person, or with the office of any other person situated within those limits, or, with the permission in writing of the Governor-General in Council, with another office of the same person or with the office of any other person situated beyond those limits.

5. The Licensees may use and work the said Telephones, Telephone Exchanges, Open Telephone Offices, telephone wires and private telephone wires and suffer the same to be used and worked for the following purposes, namely:—

(*a*) for the purpose of enabling telephone messages to be transmitted direct as follows, namely:—

(1) from or to any subscriber at an office occupied by him, either to or from any other subscriber at an office occupied by him, or to or from any person at an Open Telephone Office, or to or from any subscriber connected to the Exchange of the Government Telegraph Department when such Exchanges are connected to the Exchanges of the Licensees;

(2) in the case of private telephone wires, from or to any of the same at one of the offices with which the private Telephone wire is connected to or from the other of those offices:

Provided that such messages relate only to the business or private affairs of such Subscribers or lessees, or one of them ; and

(*b*) for the purpose of transmitting in either direction between a Telephone Exchange and any other Telephone Exchange or the office of any subscriber or any Open Telephone Officer or between the offices with which a private telephone wire is connected, service messages relating to the establishment from time to time of telephonic connections by means of the said Telephone Exchanges or the said private telephonic wire, or to the working or repair of the said Telephones, Telephone Exchanges, open Telephone Offices, telephone wires or private telephone wires.

6. This License shall not confer on the Licensees any right to lay or place any supports, wires or other telephone apparatus or appliances in or over, upon or under, any land, grouse, street, road, harbour, foreshore, river, or place within the said limits, but any permission for that puupose required by the Licensees shall be obtained by them at their own expense from the person or persons, body or bodies corporate, legally entitled to grant the same.

7. This License cannot be assigned, transferred or otherwise disposed of, and in the event of any attempt being made on the part of the Licensees to assign, transfer or dispose of the same, or of any order being made by any Court for winding up the Company of the Licensees, or of any resolution being passed by the Company of the Licensees requiring it to be wound up voluntarily, or of the dissolution of the Company of the Licensees by any means whatsoever, this license shall *ipso facto* cease and determine.

8. (*a*) The Governor-General in Council may, by not less than twelve months' previous notice in writing, terminating on the

31st day of March 1923,

31st day of March 1928,

31st day of March 1933,

31st day of March 1943,

or the 31st day of March 1953,

signify to the Licensees his intention to purchase the undertaking in respect of which this license is granted.

(*b*) If any such notice is given, the Licensees shall sell and convey to the Government the said undertaking, including all immovable property and all rights in, over or in respect of the same, and all plant, material, apparatus and appliances suitable to and used by them for the purposes of the said undertaking.

(*c*) The price to be paid by the Governor-General in Council to the Licensees for such purchase shall be as follows:—

(1) If the right of purchase be exercised at the end of the 40th year from the 1st day of April 1903 or at the end of any subsequent period of ten years during the continuance of this license, the price to be paid shall be the then value of all lands, buildings, works, materials and plant of the Licensees suitable to and used by the Licensees for the purpose of the undertaking provided that the value of such lands, buildings, works, materials and plant shall be deemed to be their fair market value at the time of purchase, due regard being had to the nature and condition for the time being of such lands, buildings, works, materials and plant, and to the state of repair thereof, and to the circumstances that they are in such a position as to be ready for immediate working, and to the suitability of the same for the purpose of the undertaking, but without any addition in respect of compulsory purchase or of goodwill or of any profits which may be or might have been made from the undertaking, or of any similar considerations. The price shall be determined by two arbitrators—one to be appointed by the Governor-General in Council and one by the Licensees, and in case of a difference of opinion by an umpire, to be appointed by the arbitrators before they enter on the business of the reference.

(2) If the right of purchase be exercised at the end of the 20th, 25th or 30th year from the 1st day of April 1903, the price to be paid for the property, plant, etc., shall be determined as in clause 8 (*c*) (1) last foregoing and the amount so determined shall be due on the date from which the purchase will have effect, and in addition the Governor-General in Council shall pay to the Licensees on account of goodwill and compulsory sale or withdrawal of this license before the expiry of 35 years an annual sum to be continued for a term of 15, 10 or 5 years, as the case may be, which shall be equal to eleven-tenths of the average annual net profits of the Licensees for the preceding three years, *minus* a sum which shall be equal to 5 per cent. on the amount to be paid as the value of the property, plant, etc.

(3) In the event of the revocation of this license for the breach of any of the conditions hereof the Governor-General in Council shall purchase the property, plant, etc., for a price to be determined as in clause 8 (*c*) (1).

(4) For the purpose of clause 8 (*c*) (2) the average annual net profits of the Licensees shall be taken to be one-third of the difference between the gross annual receipts and the working expenses of the Licensees during the three years immediately preceding the date of purchase. The said

working expenses shall include *inter alia* all royalties paid to the Director-General of Telegraphs in India under the conditions of this license, pole rents and the proper upkeep and maintenance of the buildings, lines, plant, apparatus, and appliances belonging to the Licensees.

(*d*) In the event of any such purchase the Governor-General in Council may revoke the license hereby granted.

9. This license is granted subject to the conditions set forth in the first schedule hereto annexed, and shall be revocable by the Governor-General in Council on the breach of any of those conditions.

10. It shall be in the absolute discretion of the Governor-General in Council to grant or refuse to the Licensees the privilege of connecting their telephonic circle with any other circle; but in the event of such privilege being granted, the trunk line will in all cases be erected, maintained and owned by the Government and let to the Licensees at such rent and on such conditions as the Governor-General in Council may, from time to time, determine.

11. Nothing in this license shall confer upon the Licensees any exclusive right or privilege or prevent the Governor-General in Council from doing through his own servants or granting a license to any other person or body corporate to do anything which the Licensees are authorised to do by or under this license.

12. All words and phrases used in this license and in the first schedule hereto annexed shall unless there is something repugnant in the subject or contest, be constructed in accordance with the definitions and rules contained in the second schedule hereto annexed.

A. H. LEY,

Under Secretary to the Government of India,
Department of Commerce and Industry.

Dated the 9th day of February 1911.

FIRST SCHEDULE.

Conditions of the License.

1. The Licensees shall not establish or maintain any Telephones, Telephone Exchanges, open Telephone Offices, Telephone wires, or private Telephone wires, except as permitted by their license.

2. The Licensees shall not use or work any Telephone, Telephone Exchange, open Telephone Office, Telephone wire or private Telephone wire established or maintained by them, or suffer the same to be used or worked, except for the purposes specified in their license.

3. (1) The Licensees shall pay to the Director-General of Telegraphs in India, herein referred to as the Director-General on account of the *Government of India*, the percentages specified in the 3rd clause of this condition (and hereinafter called royalties) of all sums of money paid or by virtue of any contract payable to them by any subscriber, lessee or other person—

(*a*) in respect of the hire, maintenance, working or use of any Telephone, Telephone Exchange, open Telephone Office, Telephone wire or private Telephone wire, or any part or parts thereof;

(*b*) in respect of the right or permission to transmit Telephonic messages by means of any Telephone, Telephone Exchange, open Telephone Office, Telephone wire or private Telephone wire; or

(*c*) otherwise in respect of Telephonic messages transmitted by means of any Telephone, Telephone Exchange, open Telephone Office, Telephone wire or private Telephone wire or otherwise howsoever in relation to any Telephone, Telephone Exchange, open Telephone Office, Telephone wire or private Telephone wire, or any part or parts thereof, established under their license.

(2) The royalties shall be payable whether the sum of money is a gross sum or is payable periodically, or is paid in the shape of a fee for the temporary use of any Telephone Exchange or Telephone by means of an open Telephone Office, or is paid in the shape of rent for the lease of any private Telephone wire.

(3) The royalties shall be 5 per cent. of the gross amount of every sum of money paid or payable to the Licensees as aforesaid, except when that sum is payable wholly or partly in respect of a Telephone wire or private Telephone wire situate partly beyond the limits specified in the license, in which case the royalty shall be 6 per cent.

4. Every royalty payable under the last foregoing condition shall become due so soon as the sum of money in respect of which it is payable, or by the amount of which it is regulated, is paid or is by virtue of any contract payable to the Licensees.

5. (1) The Licensees shall, at all times, keep at their principal office within the limits specified in their license a book or books in which they shall, so far as may be practicable, enter—

(*a*) the names, addresses and occupations of all subscribers and lessees for the time being;

(*b*) the sums of money from time to time paid, and agreed to be paid respectively, by those subscribers and lessees or by any other person in respect of any of the matters specified in condition 3;

(c) the date at which every such sum of money was paid or became payable;

(d) the nature of the consideration for the payment thereof; and

(e) all such other particulars as the Director-General may, from time to time, reasonably require.

(2) The Licensees shall preserve at their principal office, as aforesaid, all contracts between the Licensees and subscribers or lessees.

(3) The Licensees shall permit the Director-General and his officers, from time to time, and at all reasonable times, to inspect the said book or books and contracts, and to make copies thereof and extracts therefrom.

6. The Licensees shall, within twenty days after the expiration of every calendar month, render to the Director-General an abstract of their accounts for the previous month signed by a firm of Chartered Accountants to be approved by the Director-General in respect of the transactions made by them under this license and such further particulars as the Director-General may from time to time reasonably require.

7. The above abstract shall be accompanied by a cheque for the amount of royalties due to the Director-General in respect of the transactions of that month.

8. No written message or messages other than oral shall be collected or delivered at any Telephone Exchange or Office of the Licensees, or at the office of any subscriber or lessee.

9. No money or other valuable consideration shall, in respect of the receipt, transmission, or delivery of any Telephonic message by means of any Telephone Exchange or private Telephone wire established hereunder, be or be promised to be, paid or given to any subscriber or lessee by any person whomsoever, whether a subscriber, lessee or not.

10. The Licensees shall, in every agreement with a subscriber or lessee, make due provision for the observance of the two last foregoing conditions, and reserve to themselves the fullest discretion to rescind the agreement or any infringement by the subscriber or lessee of either of those conditions.

11. (1) The Licensees shall, seven days at least before connecting the office of any subscriber or intending subscriber with any Telephone Exchange, or an office of any lessee or intending lessee with another office of that lessee, or with the office of any other person within the limits specified in their license, delivered a notice in writing of their intention so to do at the office of the Director-General, or to such officer as the Director-General may appoint to receive the notice.

(2) The notice shall contain—

(*a*) the name, address and occupation of the subscriber or lessee, or intending subscriber or lessee, to whom the notice relates;

(*b*) a copy of the engagement and condition entered into and agreed to by the subscriber or lessee under the last foregoing conditions; and

(*c*) full particulars of the situation of the office or intended office to which the notice relates, and of the line or route in which it is intended to lay the Telephone wire or wires for establishing the connection and of the manner in which, and the houses and buildings (if any) on or by means of which, it is intended that such wire or wires shall be supported.

(3) Notwithstanding anything in the foregoing portion of this condition, the Director-General may at his discretion grant permission for the connection to be established within a less period than seven days.

12. The posts and other Telephonic apparatus and appliances of the Licensees shall be so erected and placed as not to interfere with the convenient erection, maintenance or use of, or to expose to risk of damage, any posts, wires or other Telegraphic or Telephonic apparatus or appliances under the charge of the Director-General which may, from time to time, exist, or any posts, wires or other Telegraphic or Telephonic apparatus or appliances which it is probable that he may have occasion to erect; and accordingly no posts, wires or other Telephonic apparatus or appliances shall be erected, fixed or placed by the Licensees, in pursuance of any such notice as aforesaid or otherwise, without the approval or consent in writing of the Director-General or an officer authorised by him in that behalf.

13. In the event of any posts, wires or other Telephonic apparatus or appliances of the Licensees which may already have been erected or placed with the consent of the Director-General interfering with the erection or placing of any posts, wires or other Telegraphic or Telephonic apparatus or appliances which the Director-General may, during the continuance of the said license, have occasion to erect, the Licensees shall within thirty days after written notice has been given at their principal office situated within the limits specified in their license, remove such posts, wires or other Telephonic apparatus or appliances to another situation approved by the Director-General; and the reasonable expenses incurred by the Licensees in the removal shall be reimbursed by the Director-General.

14. In case any Telephone wire or wires of the Licensees shall, by reason of the neglect of the Licensees to maintain the same properly fixed and in good repair, or from any other cause whatever, interfere

with the working of, or damage, any Telegraph or Telephone wire or wires under the charge of the Director-General, any officer generally or especially empowered by the Director-General in this behalf may, if the Licensees do not forthwith remove their said Telephone wire or wires, or sufficiently repair and refix such wire or wires to his satisfaction, so as to prevent any further interference with, or damage to, the wires under the charge of the Director-General or if for any other reason he thinks it necessary for the public service, remove or repair and refix such wire or wires of the Licensees as aforesaid; and the Licensees shall on demand pay to the Director-General the cost of refixing and repairing the Telegraph or Telephone wire or wires under the charge of the Director-General which shall have been interfered with or damaged, as aforesaid, and the cost of any removal or repair and refixing by such officer of their said wire or wires.

15. The Director-General and his officers and agents may, from time to time, and at all reasonable times, enter on any office of the Licensees and, so far as the Licensees can give permission, on any subscriber's or lessee's office, for the purpose of inspecting the Telephones and other Telephonic instruments and appliances fixed in those places.

16 The Licensees shall not move their Telephone Exchanges without the previous consent in writing of the Director-General.

17. The maximum subscription to be charged by the Licensees for Exchange connections within a radius of four miles of the Exchange shall be Rs. 250 per annum. The rates charged by the Licensees so far as they exceed Rs. 200 per annum, shall be subject to revision after the 31st March 1913. The charge to be made for any connections required by Government shall be 25 per cent. less than the maximum rate.

18. The Licensees shall be bound to substitute underground for overhead wires, on the whole or any part of their system, whenever they may be required to do so by an order in writing of the Governor-General in Council. Provided that if it is proposed to issue such an order, the Licensees shall be given an opportunity of representing their objections to such substitution on the ground that it is impracticable, or for any other reason, and their objections shall be taken into consideration by the Governor-General in Council before such order is passed.

19. The Licensees shall work all their connections on the return wire system.

20. The Director-General shall have the right at any time of connecting, at the expense of the Government Telegraph Department, any of the Exchanges of the Government Telegraph Department to any Exchanges of the Licensees, and the subscribers to either system shall have the privilege of communicating through such trunk connections with subscribers on the other system without extra charge.

21. The Director-General shall have also the right at any time to disconnect and dismantle any of the trunk connections between the Exchanges of the Government Telegraph Department and those of the Licensees referred to in the last foregoing condition, should he consider such disconnection desirable.

SECOND SCHEDULE.

Interpretation.

(1) "Subscribers" means those companies, firms and persons from whom the Licensees receive subscriptions and with whom they enter into contracts in relation to connecting their offices by means of Telephone wires with a Telephone Exchange.

(2) "Lessees" means those companies, firms and persons, whether subscribers or not, to whom the Licensees lease any private Telephone wire established by them.

(3) "Office" whether used with reference to the Licensees a subscriber, a lessee or any other person, includes any house, warehouse, factory, building, vessel or place occupied by the Licensees, subscriber, lessee or other person.

(4) "Telephone" includes any apparatus by means of which any articulate sounds can be conveyed to a distance by the agency of electricity, galvanism or magnetism.

(5) "Telephone wire" includes any metallic connection between two Telephones, or between one Telephone and a Telephone Exchange.

(6) "Telephone Exchange" means any contrivance, instrument, apparatus or appliance to which two or more "Telephone wires" may be attached, and which is used for the purpose of temporarily establishing from time to time, as occasion may require, a direct connection between any two of such Telephone wires, and includes a "Central Telephone Exchange" and a "District Telephone Exchange."

(7) "Central Telephone Exchange" means either the only Telephone Exchange belonging to the Licensees within the limits specified in their license, or, if more than one Telephone Exchange is established by the Licensees within those limits, the central or principal apparatus with which one or more District Telephone Exchanges may be connected.

(8) "District Telephone Exchange" means a Telephone Exchange other than a Central Telephone Exchange with which two or more subscribers' offices are connected by means of Telephone wires, and

which itself is connected by means of one or more Telephone wires with a central exchange or with another district exchange.

(9) "Open Telephone office" means any building or place in or to which may be contained or attached a Telephone which is connected by means of one or more Telephone wires with a Telephone Exchange, and which may be used by persons other than those hereinbefore described as "subscribers," for communication with subscribers, and may also be used by subscribers for communication with other subscribers.

(10) "Private Telephone wire" means a "Telephone wire" connecting the office of one person with the office of another person, or one office of a person with another office belonging to the same person, without being itself connected with a "Telephone Exchange," and—

(11) A Telephone Exchange shall not be deemed to have been "established" until not less than ten companies, firms or persons have severally paid to the Licensees a sum of money in respect of the use of the Licensees' Exchange for a period of not less than twelve calendar months.

A. H. LEY,

Under Secretary to the Government of India,
Department of Commerce and Industry.

Dated the 9th day of February 1911.

APPENDIX **N-1.**

MAIL CONTRACTS OF THE B. I. S. N. COMPANY, LTD.

No. 6142 D. of the 26th September 1922.

From the Government of Bombay, Revenue Department, to Chamber.

I am directed by the Governor in Council to forward herewith copies of the letter from the Director-General of Posts and Telegraphs No. E. J. 11-22, dated 5th September 1922, and of its accompaniment and to enquire whether you have

any suggestions to make for the modification or improvement of the existing Mail Services provided by the British India Steam Navigation Company.

No. E. J. 11-22 of the 5th September 1922.

From the Director-General of Posts and Telegraphs to the Chief Secretary to the Government of Bombay.

I have the honour to inform you that the question of the renewal of the existing mail contract with the British India Steam Navigation Company is under consideration.

2. The existing services, provided for the current contract, are the following :—

(1) Direct weekly contract service (speed 16 knots) between Calcutta and Rangoon.

(2) Direct weekly contract service (speed 14 knots) between Calcutta and Rangoon.

(3) Direct weekly contract service (speed 12 knots) between Calcutta and Rangoon.

(4) Weekly contract service (speed 12 knots) between Chittagong, Akyab, Kyaukpyu and Rangoon, with calls at Sandoway in the fair season.

(5) Weekly contract service (speed 12 knots) between Chittagong, Akyab and Rangoon during the fair season.

(6) Direct weekly contract service (speed 14 knots) between Madras and Rangoon.

(7) Weekly contract service (speed 10 knots) between Rangoon, Tavoy and Mergui.

(8) Fortnightly contract service (speed 9 knots) between Moulmein, Yeh, Tavoy, Mergui, Victoria Point and Penang.

(9) Fortnightly contract service (speed 9 knots) between Rangoon, Tavoy, Palow, Mergui, Kamaw, Bokpyin, Karathuri, Victoria Point and Maliwun.

(10) Direct weekly contract service (speed 15 knots) between Bombay and Karachi.

(11) Weekly contract service (speed 10 knots) between Bombay and Karachi *via* the Coast ports.

(12) Weekly contract service (speed 13 knots) between Muscat, Bushire, Mohammerah and Basra.

(13) (*a*) Fortnightly contract service (speed 10 knots) between Karachi and Basra *via* the Persian Gulf ports.

(13) (*b*) Fortnightly contract service (speed 10 knots) between Karachi and Bushire *via* the Persian Gulf ports.

(14) Direct weekly contract service (speed 12 knots) between Rangoon and Penang.

(15) Fortnightly contract service (speed 10 knots) between Bombay and Durban, with calls at East African ports.

3. Extracts from the Company's time-table for 1922, showing the dates of sailing of their steamers from the different ports are enclosed for ready reference.

4. I shall be much obliged if you will kindly favour me, at an early date, with any suggestions of the Government of Bombay, for the modification or improvement of these existing mail services.

Line

CALCUTTA AND

	Ju.	Ju.	Ju.	Ju.	Ju.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.
Calcutta .. I. Sun. ..	2	9	16	23	30	6	13	20	27	3	10
Rangoon . A. Tues. ..	4	11	18	25	Aug. 1	8	15	22	29	5	12
Rangoon . L. Thur. ..	6	13	20	27	3	10	17	24	31	7	Line. 14
Calcutta .. A. Sat. ..	8	15	22	29	5	12	19	26	Sep. 2	9	16

Line

CALCUTTA AND

	Ju.	Ju.	Ju.	Aug.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.	Sep.
Calcutta .. L. Tues. ..	11	18	25	1	8	15	22	29	5	12	19
Rangcon .. A. Thur. ..	13	20	27	3	10	17	24	31	7	14	21
Rangcon .. L. Tues. ..	18	25	Aug. 1	8	15	22	29	Sep. 5	12	19	26
Calcutta .. A. Thur. ..	20	27	3	10	17	24	31	7	14	21	28

Lines Nos. 3

CALCUTTA, RANGOON AND

	Ju.	Ju.	Ju.	Ju.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.	Sep,
Calcutta .. L. Fri. ..	7	14	21	28	4	11	18	25	1	8	15
Rangoon . A. Mon. ..	10	17	24	31	7	14	21	28	4	11	18
Rangoon . L. Thur. ..	13	20	27	Aug. 3	10	17	24	31	7	14	21
Penang .. A. Sun. ..	16	23	30	6	13	20	27	Sep. 3	10	17	24

In

	Ju.	Ju.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.	Sep.	Sep.	Sep.
Penang .. L. Sat. ..	22	29	5	12	19	26	2	9	16	23	30
Rangoon . A. Tues. ..	25	Aug. 1	8	15	22	29	5	12	19	26	Oct. 3
Rangoon . L. Sat. ..	29	5	12	19	26	Sep. 2	19	16	23	30	7
Calcutta .. A. Tues. ..	Aug. 1	8	15	22	29	5	12	19	26	Oct. 3	10

No. 1.

RANGOON.

Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec
17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31
19	26	3	10	17	24	31	7	14	21	28	5	12	19	26	J. 23 2
No.	2 (Inward).					Nov.									
21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	4
										Dec.					
23	30	7	14	21	28	4	11	18	25	2	9	16	23	30	6

No. 2.

RANGOON.

Sep.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	J 23.	Jan.
26	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9
					Nov.										
28	5	12	19	26	2	9	16	23	30	7	14	21	28	4	11
Oct.	Line	No. 1.	(Inward.)						Dec.				J. 23.		
3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16
				Nov.											
5	12	19	26	2	9	16	23	30	7	14	21	28	4	11	18

and 14.

PENANG. (Outward.)

Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.
Line	No. 3													
22	29	6	13	20	27	3	10	17	24	1	8	15	22	29
	Oct.													J. 23.
25	2	9	16	23	30	6	13	20	27	4	11	18	25	1
Line	No.	14.			Nov.									
28	5	12	19	26	2	9	16	23	30	7	14	21	28	4
									Dec.					
1	8	15	22	29	5	12	19	26	3	10	17	24	31	7

ward.

Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	J. 23	J. 23.
Line	No.	14.												
7	14	21	28	4	11	18	25	2	9	16	23	30	6	13
												J 23		
10	17	24	31	7	14	21	28	5	12	19	26	2	9	16
			Nov.				Dec.							
14	21	28	4	11	18	25	2	9	16	23	30	6	13	20
											J 23			
17	24	31	7	14	21	28	5	12	19	26	2	9	16	23

Lines Nos. 4

CALCUTTA, CHITTAGONG, ARRACAN

		June.	July.	July.	July.	July.
Calcutta	L. Fri.	30	7	14	21	28
Chittagong	A. Sun.	July. 2	9	16	23	30
	L. Tues.	4	11	18	25	August 1
Akyab	A. Wed.	5	12	19	26	2
	L. Thur.	6	13	20	27	3
Kyauk Pyu	L. Thur.	6	13	20	27	3
Sandoway (Andrew Bay)	L. Thur.	..	..	..	..	..
Rangoon	A. Sat.	6	15	22	29	5

In

		July.	July.	July.	August.	August.
Rangoon	L. Tues.	11	18	25	1	8
Sandoway (Andrew Bay	L. Thur.	..	..	..	..	..
Kyauk Pyu	L. Thur.	13	20	27	3	10
Akyab	A. Thur.	13	20	27	3	10
	L. Sat.	15	22	29	5	12
Chittagong	A. Sun.	16	23	30	6	13
	L. Mon.	17	24	31	7	14
Calcutta	A. Tues.	18	25	August. 1	8	15

Lines Nos. 4

CALCUTTA, CHITTAGONG,

(Out

		Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.
Calcutta	L. Fri.	..	6	..	13	..	20	..	27	..
Chittagong	A. Sun.	..	8	..	15	..	22	..	29	..
	L. Fri.-Mon.	6	9	13	16	20	23	27	30	3
Akyab	A. Sat.-Tues.	7	10	14	17	21	24	28	31	4
	L. Sat.-Wed.	7	11	14	18	21	25	28	Nov 1	4
Kyauk Pyu	L. Wed.	..	11	..	18	..	25	..	1	..
Sandoway (Andrew Bay).	L. Thur.	..	12	..	19	..	26	..	2	..
Rangoon	A. Mon.-Fri	9	13	16	20	23	27	30	3	6

and 5.

AND BURMA (Outward.)

Aug.	Aug.	Aug.	Aug.	Sep.	Sep.	Sep.	Sep.	Sep.
4	11	18	25	1	8	15	22	29
6	13	20	27	3	10	17	24	Oct. 1
8	15	22	29	5	12	19	26	3
9	16	23	30	6	13	20	27	4
10	17	24	31	7	14	21	28	5
10	17	24	31	7	14	21	28	5
..	..	..	..	..	..	..	..	5
12	19	26	Sep. 2	9	16	23	30	7

ward.

Aug.	Aug.	Aug.	Sep.	Sep.	Sep.	Sep.	Oct.	Oct.	Oct.
15	22	29	5	12	19	20	1	4	8
..	..	..	..	..	..	..	..	5	..
17	24	31	7	14	21	28	..	6	..
17	24	31	7	14	21	28	3	6	10
19	26	Sep. 2	9	16	23	30	3	7	10
20	27	3	10	17	24	Oct. 1	4	8	11
21	28	4	11	18	25	2	..	9	..
22	29	5	12	19	26	3	..	10	..

and 5.

ARRACAN AND BURMA.

ward.)

Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.
3	..	10	..	17	..	24	..	1	..	8	..	15	..	22	..	29
5	..	12	..	19	..	26	..	3	..	10	..	17	..	24	..	31
6	10	13	17	20	24	27	1	4	8	11	15	18	22	25	29	J. 23. 1
7	11	14	18	21	25	28	2	5	9	12	16	19	23	26	30	2
8	11	15	18	22	25	29	2	6	9	13	16	20	23	27	30	3
8	..	15	..	22	..	29	..	6	..	13	..	20	..	27	..	3
9	..	16	..	23	..	30	..	7	..	14	..	21	..	28	..	4
10	13	17	20	24	27	Dec. 1	4	8	11	15	18	22	25	29	1	5

(In

		Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.
Rangoon ..	L. Wed.-Sun. ..	11	15	18	22	25	29	1	5	8
Sandoway (Andrew Bay)	L. Thur. ..	12	..	19	..	26	..	2	..	9
Kyauk Pyu ..	L. Fri. ..	13	..	20	..	27	..	3	..	10
Akyab ..	A. Fri.-Tues. ..	13	17	20	24	27	31	3	7	10
	L. Sat.-Tues. ..	14	17	21	24	28	31	4	7	11
Chittagong ..	A. Sun.-Wed. ..	15	18	22	25	29	Nov. 1	5	8	12
	L. Mon. ..	16	..	23	..	30	..	6	..	13
Calcutta ..	A. Tues. ..	17	..	24	..	31	..	7	..	14

Line

RANGOON AND

	June.	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.
Rangoon .. L. Fri. ..	30	7	14	21	28	4	11	18	25	1	8
Madras .. A. Mon. ..	July. 3	10	17	34	21	7	14	21.	28	4	11

In

	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.	Sep.
Madras .. L. Fri. ..	7	10	21	28	4	11	18	25	1	8	15
Rangoon .. A. Mon. ..	10	17	34	31	7	14	21	28	4	11	18

Line

RANGOON, TAVOY

	July.	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.
Rangoon .. L. Sun. ..	2	9	16	23	30	6	13	20	27	3	10
Tavoy River. L. Mon ..	3	10	17	24	31	7	14	21	28	4	11
Mergui. .. A. Tues. ..	4	11	18	25	Aug. 1	8	15	22	29	5	12
L. Wed. ..	5	12	19	26	2	9	16	23	30	6	13
Tavoy River. L. Thur. ..	6	13	20	27	3	10	17	24	31	7	14
Rangoon .. A. Fri. ..	7	14	21	28	4	11	18	25	Sep. 1	8	15

ward.

Nov.	Nov.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	J 23	Jan.
12	15	19	22	26	29	3	6	10	13	17	20	24	27	31	3	7
..	16	..	23	..	30	..	7	..	14	..	21	..	28	..	4	..
..	17	..	24	..	Dec. 1	..	8	..	15	..	22	..	29	..	5	..
14	17	21	24	28	1	5	8	12	15	19	22	26	29	J 23 2	5	9
14	18	21	25	28	2	5	9	12	16	19	23	26	30	2	6	9
15	19	22	26	29	3	6	10	13	17	20	24	27	31	3	7	10
..	20	..	27	..	4	..	11	..	18	..	25	..	J 23 1	..	8	..
..	21	..	28	..	5	..	12	..	19	..	26	..	2	..	9	..

No. 6.

MADRAS (Outward.)

Sep.	Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.
15	22	29	6	13	20	27	3	10	17	24	1	8	15	22	29
18	25	Oct. 2	9	16	23	30	6	13	20	27	4	11	18	25	J. 23 1

ward.

Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.
22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5
25	Oct. 2	9	16	23	30	6	13	20	27	4	11	18	25	J 23 1	8

No. 7.

RIVER AND MERGUI.

Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.
17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31
18	25	2	9	16	23	30	6	13	20	27	4	11	18	25	J.23 1
19	26	3	10	17	24	31	7	14	21	28	5	12	19	26	2
20	27	4	11	18	25	Nov. 1	8	15	22	29	6	13	20	27	3
21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	4
22	29	6	13	20	27	3	10	17	24	Dec. 1	8	15	22	29	5

Line

MOULMEIN, YEH, TAVOY RIVER, MERGUI,

Out

	Jul.	Jul.	Aug.	Aug.
Moulmein .. .. L. Wed.	12	26	9	23
Yeh .. .. L. Wed.	12	26	9	23
Tavoy River .. .. .. L. Thur.	13	27	10	24
Mergui .. .. L. Fri.	14	28	11	25
Victoria Point .. .. .. L. Sat.	15	29	12	26
Penang .. .. A. Sun.	16	30	13	27

In

	Jul.	Jul.	Aug.	Aug.
Penang .. .. L. Tues.	4	18	1	15
Victoria Point .. .. .. L. Wed.	5	19	2	16
Mergui .. .. L. Thur.	6	20	3	17
Tavoy River .. .. .. L. Fri.	7	21	4	18
Yeh .. .. L. Fri.	7	21	4	18
Rangoon .. .. A. Sat.	8	22	5	19
Rangoon .. .. L. Sun.	9	23	6	20
Moulmein .. .. A. Mon.	10	24	7	21

Line

RANGOON, TAVOY, PALAN, MERGUI, BOKPY IN,

Out

	Jul.	Jul.	Aug.	Aug.
Rangoon .. .. L. Tues.	4	18	1	15
Tavoy .. .. L. Thur.	6	20	3	17
Palan .. .. L. Thur.	6	20	3	17
Mergui .. .. A. Thur.	6	20	3	17
Mergui .. .. L. Fri.	7	21	4	18
Kamaw .. .. L. Fri.	7	21	4	18
Bokpyin .. .. L. Sat.	8	22	5	19
Karatkuni .. .. .. L. Sat.	8	22	5	19
Victoria Point .. .. .. A. Sun.	9	23	6	20
Maliwun .. .. A. Sun.	9	23	6	20

No. 8

VICTORIA POINT AND PENANG.

ward.

Sep.	Sep.	Oct.	Oct.	Nov.	Nov.	Nov.	Dec.	Dec.
6	20	4	18	1	15	29	13	27
6	20	4	18	1	15	29	13	27
7	21	5	19	2	16	30	14	28
8	22	6	20	3	17	Dec. 1	15	29
9	23	7	21	4	18	2	16	30
10	24	8	22	5	19	3	17	31

ward.

Aug.	Sep.	Sep.	Oct.	Oct.	Nov.	Nov.	Dec.	Dec.	J. 23.
29	12	26	10	24	7	21	5	19	2
30	13	27	11	25	8	22	6	20	3
31	14	28	12	26	9	23	7	21	4
Sep. 1	15	29	13	27	10	24	8	22	5
1	15	29	13	27	10	24	8	22	5
2	16	30	14	28	11	25	9	23	6
3	17	Oct. 1	15	29	12	26	10	24	7
4	18	2	16	30	13	27	11	25	8

No. 9.

VICTORIA POINT AND MALIWUN.

ward.

Aug.	Sep.	Sep.	Oct.	Oct.	Nov.	Nov.	Dec.	Dec.
29	12	26	10	24	7	21	5	19
31	14	28	12	26	9	23	7	21
31	14	28	12	26	9	23	7	21
31	14	28	12	26	9	23	7	21
Sep. 1	15	29	13	27	10	24	8	22
1	15	29	13	27	10	24	8	22
2	16	30	14	28	11	25	9	23
2	16	30	14	28	11	25	9	23
3	17	1	15	29	12	26	10	24
3	17	1	15	29	12	26	10	24

In

		Jul.	Jul.	Aug.	Aug.
Maliwun	L. Mon.	10	24	7	21
Victoria Point	L. Mon.	10	24	7	21
Katatkuni	L. Mon.	10	24	7	21
Bokpyin	L. Tues.	11	25	8	22
Kaman	L. Tues.	11	25	8	22
Mergui	A. Wed.	12	26	9	23
	L. Thur.	13	27	10	24
Palan	L. Thur.	13	27	10	24
Tavoy	L. Fri.	14	28	11	25
Rangoon	A. Sun.	16	30	13	27

Lines Nos.

BOMBAY, KATHIAWAR COAST

	July.	July.	July.	July.	Aug.
Bombay .. .. L. Mon-Fri.	7	14	21	28	4
Porebunder .. .. .. L. Tues. ..	..	..	..	..	..
Dwarka .. .. L. Tues. ..	..	..	..	..	..
Cutch-Mandvi .. .. .. L. Tues. ..	..	..	..	..	..
Karachi .. .. A. Wed.-Sat.	8	15	22	29	5

Outward

	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.
Bombay .. .. .. L. Mon.-Fr...	13	16	20	23	27	30	3	6	10
Porebunder .. .. L. Tues. ..	..	17	..	24	..	31	..	7	..
Dwarka .. .. .. L. Tues. ..	..	17	..	24	..	31	..	7	..
Cutch-Mandvi .. .. L. Tues. ..	..	17	..	24	..	31	..	7	..
Karachi .. .. .. A. Wed.-Sat.	14	18	21	25	28	Nov. 1	4	8	11

ward.

Sep.	Sep.	Oct.	Oct.	Oct.	Nov.	Nov.	Dec.	Dec.
4	18	2	16	30	13	27	11	25
4	18	2	16	30	13	27	11	25
4	18	2	16	30	13	27	11	25
5	19	3	17	31	14	28	12	26
5	19	3	17	31	14	28	12	26
6	20	4	18	Nov 1	15	29	13	27
7	21	5	19	2	16	30	14	28
7	21	5	19	2	16	30	14	28
8	22	6	20	3	17	Dec. 1	15	29
10	24	8	22	5	19	3	17	31

10 and 11.

AND KARACHI. (Outward.

Aug.	Aug.	Aug.	Sep.	Sep.	Sep.	Sep.	Sep.	Sep.	Sep.	Sep.	Sep.	Oct.	Oct.	Oct.
11	18	25	1	4	8	11	15	18	22	25	29	2	6	9
..	..	..	..	5	..	12	..	19	..	26	..	3	..	10
..	..	..	..	5	..	12	..	19	..	26	..	3	..	10
..	..	..	..	5	..	12	..	19	..	26	..	3	..	10
12	19	26	2	6	9	13	16	20	23	27	30	4	7	11

—*contd.*

Nov.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.
13	17	20	24	27	1	4	8	11	15	18	22	25	29
14	..	21	..	28	..	5	..	12	..	19	..	26	..
14	..	21	..	28	..	5	..	12	..	19	..	26	..
14	..	21	..	28	..	5	..	12	..	19	..	26	..
15	18	22	25	29	2	6	9	13	16	20	23	27	30

Lines Nos.

BOMBAY, KATHIAWAR COAST

	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug.	Aug.	Sep.
Karachi .. L. Thur.-Mon.	6	13	20	27	3	10	17	24	31	4
Cutch Mandvi .. L. Tues. ..	..	..	..	..	..	..	..	..	..	5
Dwarka .. L. Tues. ..	..	..	..	..	..	..	..	..	..	5
Porebunder .. L. Tues. ..	..	..	..	..	..	..	..	..	..	5
Bombay .. A. Sat.-Wed.	8	15	22	29	5	12	19	26	Sep. 2	6

Inward

	Oct.	Oct.	Nov.	Nov.	No.v	Nov.
Karachi .. .. .. L. Thur.-Mon. ..	26	30	2	6	9	13
Cutch Mandvi .. .. L. Tues.	..	31	..	7	..	14
Dwarka .. .. .. L. Tues.	..	31	..	7	..	14
Porebunder .. .. .. L. Tues.	..	31	..	7	..	14
Bombay .. .. .. A. Sat.-Wed. ..	28	Nov. 1	4	8	11	15

Line

KARACHI AND PERSIAN

(Out

	July.	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug.	Sept.	Sept.
Karachi .. L. Sat. ..	1	8	15	22	29	5	12	19	26	2	9
Muscat .. L. Mon. ..	3	10	17	24	31	7	14	21	28	4	11
Bushire .. L. Wed. ..	5	12	19	26	Aug. 2	9	16	23	30	6	13
Mahomerah .. L. Thur. ..	6	13	20	27	3	10	17	24	31	7	14
Busreh .. A. Thur. ..	6	13	20	27	3	10	17	24	31	7	14

In

	July.	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.
Busreh .. L. Sat. ..	1	8	15	22	29	5	12	19	26	2	9
Mahomerah .. L. Sat. ..	1	8	15	22	29	5	12	19	26	2	9
Bushire .. M. Mon. ..	3	10	17	24	31	7	14	21	28	4	11
Muscat .. L. Wed. ..	5	12	19	26	Aug. 2	9	16	23	30	6	13
Karachi .. A. Thur. ..	6	13	20	27	3	10	17	24	31	7	14

10 and 11.

AND KARACHI. (Inward.)

Sep.	Sep.	Sep.	Sep.	Sep.	Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.	Oct.
7	11	14	18	21	25	28	2	5	9	12	16	19	23
..	12	..	19	..	26	..	3	..	10	..	17	..	24
..	12	..	19	..	26	..	3	..	10	..	17	..	24
..	12	..	19	..	26	..	3	..	10	..	17	..	24
9	13	16	20	23	27	30	4	7	11	14	18	20	25

—*contd.*

Nov.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	Dec.	J 23.
16	20	23	27	30	4	7	11	14	18	21	25	28	1
..	21	..	28	..	5	..	12	..	19	..	26	..	2
..	22	..	28	..	5	..	12	..	19	..	26	..	2
..	21	..	28	..	5	..	12	..	19	..	26	..	2
18	22	25	29	Dec. 2	6	9	13	16	20	23	27	30	3

No. 12.

GULF. (Fast Mail).

ward).

Sep.	Sep.	Sep.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.
16	23	30	7	14	21	28	4	11	18	25	2	9	16	23	30
18	25	Oct. 2	9	16	23	30	6	13	20	27	4	11	18	25	J. 28 1
20	27	4	11	18	25	Nov. 1	8	15	22	29	6	13	20	27	3
21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	4
21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	4

ward.

Sept.	Sept.	Sept.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.	J. 23
16	23	30	7	14	21	28	4	11	18	25	2	9	16	23	30	6
16	23	30	7	14	21	28	4	11	18	25	2	9	16	23	30	6
18	25	Oct. 2	9	16	23	30	6	13	20	27	4	11	18	25	J. 23 1	8
20	27	4	11	18	25	Nov. 1	8	15	22	29	6	13	20	27	3	10
21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	4	11

Line

KARACHI AND PERSIAN GULF.

	July.	July.	July.	July.	July.	Aug.	Aug.	Aug.	Aug:	1 Sep.	Sept.
Karachi .. L. Sun. ..	2	9	16	23	30	6	13	20	27	3	10
Pasni .. L. Mon. ..	..	10	..	24	..	7	..	21	..	4	..
Gwadur .. L. Mon. ..	3	..	17	..	31	..	14	..	28	..	11
Charbar .. L. Tues. ..	..	11	..	25	..	8	..	22	..	5	..
Muscat .. L. Wed-Tues.	4	12	18	26	Aug. 1	9	15	23	29	6	12
Jask .. L. Wed. ..	5	..	19	..	2	..	16	..	30	..	13
Bunder Abbas. .. L. Thur. ..	6	13	20	27	3	10	17	24	31	7	14
Henjam .. L. Fri. ..	7	14	21	28	4	11	18	25	Sep. 1	8	15
Linga .. L. Fri. ..	7	14	21	28	4	11	18	25	1	8	15
Dubai .. L. Sat. ..	8	..	22	..	5	..	19	..	2	..	16
Bahrein { A. Sat-Sun ..	9	15	23	29	6	12	20	26	3	9	17
Bahrein { L. Sun-Tues ..	11	16	25	30	8	13	22	27	5	10	19
Bushire .. L. Mon-Wed.	12	17	26	31	9	14	23	28	6	11	20
Koweit .. L. Tu-Thr ..	13	18	27	1	10	15	24	29	7	12	21
Mahomerah. L. Wed.-Fri.	14	19	28	2	11	16	25	30	8	13	22
Busreh .. A. Wed.-Fri.	14	19	28	2	11	16	25	30	8	13	22

Line

KARACHI AND PERSIAN GULF.

	July.	Aug.	Aug.	Aug.	Aug.	Aug.	Sep.	Sep.	Sep.	Sep.	Oct.
Busreh .. L. Mon.-Tu	24	1	7	15	21	29	4	12	18	26	2
Mahomerah. L. Mon.-Tu	24	1	7	15	21	29	4	12	18	26	2
Koweit .. L. Wed. ..	..	2	..	16	..	30	..	13	..	27	..
Bushire .. L. Tu-Th.	25	3	8	17	22	31	5	14	19	28	3
Bahrein .. L. Fri. ..	..	4	..	18	..	Sep. 1	..	15	..	29	..
Dubai .. L. Thur. ..	27	..	10	..	24	..	7	..	21	..	5
Linga .. L. Sat. ..	..	5	..	19	..	2	..	16	..	30	..
Henjam .. L. Fri.-Sun.	28	6	11	20	25	3	8	17	22	Oct. 1	6
Bunder Abbas. L. Sat.-M.	29	7	12	21	26	4	9	18	23	2	7
Jask .. L. Sun. ..	30	..	13	..	27	..	10	..	24	..	8
Muscat .. L. Mon.-Tu.	31	8	14	22	28	5	11	19	25	3	9
Charbar .. L. Tues. ..	Aug. 1	..	15	..	29	..	12	..	26	..	10
Gwadur .. L. Wed. ..	2	..	16	..	30	..	13	..	27	..	11
Pasni .. L. Wed. ..	2	..	16	..	30	..	13	..	27	..	11
Karachi .. A. Thur ..	3	10	17	24	31	7	14	21	28	5	12

No. 13.
(Subsidiary Mail). Outward.

Sept.	Sept.	Oct.	Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	Dec.
17	24	1	8	15	22	29	5	12	19	26	3	10	17	24	31
18	..	2	..	16	..	30	..	13	..	27	..	11	..	25	..
..	25	..	9	..	23	..	6	..	20	..	4	..	18	..	J 23. 1
19	..	3	..	17	..	31	..	14	..	28	..	12	..	26	..
20	26	4	10	18	24	Nov. 1	7	15	21	29	5	13	19	27	2
..	27	..	11	..	25	..	8	..	22	..	6	..	20	..	3
21	28	5	12	19	26	2	9	16	23	30	7	14	21	28	4
22	29	6	13	20	27	3	10	17	24	Dec. 1	8	15	22	29	5
22	29	6	13	20	27	3	10	17	24	1	8	15	22	29	5
..	30	..	14	..	28	..	11	..	25	..	9	..	23	..	6
23	Oct. 1	7	15	21	29	4	12	18	26	2	10	16	24	30	7
24	3	8	17	22	31	5	14	19	28	3	12	17	26	31	9
25	4	9	18	23	1	6	15	20	29	4	13	18	27	J 23. 1	10
26	5	10	19	24	2	7	16	21	30	5	14	19	28	2	11
27	6	11	20	25	3	8	17	22	Dec. 1	6	15	20	29	3	12
27	6	11	20	25	3	8	17	22	1	6	15	20	29	3	12

No. 13.
(Subsidiary Mail.) Inward.

Oct.	Oct.	Oct.	Oct.	Nov.	Nov.	Nov.	Nov.	Dec.	Dec.	Dec.	Dec.	J.23	Jan.	Jan.
10	16	24	30	7	13	21	27	5	11	19	25	2	8	16
10	16	24	30	7	13	21	27	5	11	19	25	2	8	16
11	..	25	..	8	..	22	..	6	..	20	..	3	..	17
12	17	26	31	9	14	23	28	7	12	21	26	4	9	18
13	..	27	..	10	..	24	..	8	..	22	..	5	..	19
..	19	..	2	..	16	..	30	..	14	..	28	..	10	..
14	..	28	..	11	..	25	..	9	..	23	..	6	..	20
15	20	29	3	12	17	26	Dec. 1	10	15	24	29	7	12	21
16	21	30	4	13	18	27	2	11	16	25	30	8	15	22
..	22	..	5	..	19	..	3	..	17	..	31	..	14	..
17	23	31	6	14	20	28	4	12	18	26	J.23 1	9	15	23
..	24	..	7	..	21	..	5	..	19	..	2	..	16	..
..	25	..	8	..	22	..	6	..	20	..	3	..	17	..
..	25	..	8	..	22	..	6	..	20	..	3	..	17	..
19	26	Nov. 2	9	16	23	30	7	14	21	28	4	11	18	25

Line

BOMBAY SEYCHELLES EAST AND

		June.	July.	July.	Aug.
Bombay	L. Wednesday	28	12	26	9
Porebunder	L. Thursday	..	..	..	..
Marmagoa	L. Thursday	..	..	..	..
Seychelles	L. Tuesday	July. 4	..	Aug 1	..
Mombasa (Kilindini	A. Thursday-Friday	7	20	4	17
	L. Saturday-Sunday	9	22	6	19
Zanzibar	A. Sunday-Monday	10	23	7	20
	L. Monday-Tuesday	11	24	8	21
Daresalem	A. Monday	..	24	..	21
	L. Tuesday	..	25	..	22
Mozambique	L. Thursday	13	27	10	24
Beira	L. Saturday	15	29	12	26
Delagoa Bay	A. Monday	17	31	14	28
	L. Tuesday	18	1	15	29
Durban	A. Wednesday	19	2	16	30

Line

BOMBAY, SEYCHELLES

		Aug.	Aug.	Sep.	Sep.	Oct.
Durban	L. Monday.	7	21	4	18	2
Delegoa Bay	A. Tuesday.	8	22	5	19	3
	L. Thurs.-Wed.	10	23	7	20	5
Beira	L. Friday	..	25	..	22	..
Mozambique	L. Sunday	13	27	10	24	8
Daresalem	L. Wednesday	..	30	..	27	..
Zanzibar	L. Tuesday-Wed.	15	30	12	27	10
Mombasa (Kilindini)	A. Wed.-Thursday	16	31	13	28	11
	L. Thur.-Friday	17	Sep. 1	14	29	12
Seychelles	L. Sunday	..	..	17	..	..
Bombay	A. Sunday	27	10	24	Oct. 8	22

No. 15.

SOUTH AFRICA. (Outward.)

Aug.	Sep.	Sep.	Oct.	Oct.	Nov.	Nov.	Nov.	Dec.	Dec.	J 23
23	6	20	4	18	1	15	29	13	27	10
..	..	..	5	..	2	..	30	..	28	..
..	..	..	..	19	..	16	..	14	..	11
29	..	26	..	24	..	21	..	19	..	16
Sep. 1	14	29	12	27	9	24	Dec. 7	22	J 23 4	19
3	16	Oct. 1	14	29	11	26	9	24	6	21
4	17	2	15	30	12	27	10	25	7	22
5	18	3	16	31	13	28	11	26	8	23
..	18	..	16	..	13	..	11	..	8	..
..	19	..	17	..	14	..	12	..	9	..
7	21	5	19	Nov. 2	16	30	14	28	11	25
9	23	7	21	4	18	Dec. 2	16	30	13	27
11	25	9	23	6	20	4	18	J 23 1	15	29
12	26	10	24	7	21	5	19	2	16	30
13	27	11	25	8	22	6	20	3	17	31

No. 15.

EAST AND SOUTH AFRICA. (Inward.)

Oct.	Oct.	Nov.	Nov.	Dec.	Dec.	J. 23.	Jan.	Feb.
16	30	13	27	11	25	8	22	5
17	31	14	28	12	26	9	23	6
18	2	15	30	13	28	10	25	7
20	..	17	..	15	..	12	..	9
22	5	19	Dec. 3	17	31	14	28	11
25	..	22	..	20	..	17	..	14
25	7	22	5	20	J. 23. 2	17	30	16
26	8	23	6	21	3	18	31	15
27	9	24	7	22	4	19	Feb. 1	16
..	12	..	..	..	7	..	..	..
Nov. 5	19	Dec. 3	17	31	14	28	11	25

No. 1857-261 of the 12th October 1922.

From Chamber to the Government of Bombay, Revenue Department.

I have the honour by direction of my Committee to reply to your letter No. 6142-D, dated the 26th September 1922, and its accompaniments, on the subject of the renewal of the Mail Contract with the British India Steam Navigation Company and enquiring whether this Chamber had any suggestions to make with regard to the modification or improvement of these Mail Contracts.

In reply I am to state that my Committee have no comments to offer on the mail services as scheduled in the accompaniments to your letter under reply.

APPENDIX N-2.

THE PARCEL POST.

No. F. B. 12 of the 20th March 1922.

From the Postmaster-General, Bombay Circle, to Chamber.

I have the honour to enclose a copy of a letter No. E. C. 35, dated the 15th March 1922, from the Director-General of Posts and Telegraphs, Calcutta to my address, regarding a proposal to establish an exchange by post of parcels weighing more than 11 lbs., the present maximum, but not exceeding 20 lbs. and to request that you will kindly favour me with your opinion on the subject by the 15th April 1922. A Copy of clause 253 of the Post and Telegraph Guide (January 1922 edition) bearing on the subject is also enclosed.

Copy of a communication No. E.C./35, dated 15th March 1922, from the Director-General, Posts and Telegraphs, Calcutta, to the Postmaster-General, Bombay Circle.

The Imperial War Conference on the 11th of July 1918, passed a Resolution to the effect that the facilities for Inter-Imperial parcels

delivery should be enlarged, improved and co-ordinated and, in accordance with this resolution, the Board of Trade and the British Post Offices have now drawn up a draft scheme, the main features of which are briefly as follows :—

(1) The British Post Office is prepared to enter into an agreement with India and the Dominions and Colonies for the establishment of an exchange by post of Parcels weighing more than 11 lbs., the present maximum, but not more than 28 lbs., distinct from and supplementing the existing services up to 11 lbs. in weight.

(2) The handling of these heavy parcels should be subject to special restrictions *e.g.*, the parcels over 11 lbs. would not be delivered by the Post Office to the consignee's address, except at an additional charge and the posting would have to be restricted to the head post offices in the largest towns. The sea service might also in many cases be performed by slower steamers than the fast mail boats.

(3) *Charges* :—

(*a*) *Sea Conveyance.*—It is scarcely practicable in view of the variations in the freight rates, to fix uniform Inter-Imperial rates, unless countries like India are willing, for the sake of uniformity, to pay higher rates than they do, as a set-off to the lower rates chargeable to the more distant dominions.

(*b*) *Rates for Land Service*—

(*i*) United Kingdom—The British Post Office will attempt to fix uniform rates as the territorial charge in the United Kingdom for such parcels but cannot yet state what this rate will be.

(*ii*) Dominions and Colonies—The rates will clearly have to be fixed by the Dominions and Colonies themselves and India is requested to state what will be its own territorial charge on such parcels.

(4) *Prepayment of customs duty.*

(*i*) The arrangement in force in the United Kingdom by which the senders deposits, at the time of posting, 50 % of the declared value of the parcels to meet the customs charges when assessed at the country of destination, may be applied to parcels exceeding 11 lbs., in the proposed service.

(*ii*) India and the Dominions might post special Customs officials at the out-ports in the United Kingdom for the assessment of duty which would be recoverable from the sender before the parcels are despatched.

2. The Provisional conclusions at which the Government of India have now arrived with regard to the draft scheme, are briefly stated below:—

(1) the service should be limited to 20 lbs. for parcels to and from India;

(2) no special restrictions and no local territorial charges are required. Separate arrangements by slow going steamers are objectionable;

(3) Government of India is not agreed to pay higher rates than the service actually necessitates in order to make good any losses on the longer leads to the far distant Dominions.

(4) (*i*) Customs duty advance deposits are not favoured;

(*ii*) Government of India cannot arrange for the entertainment of Customs Investigating officers in the United Kingdom.

Customs dues may be paid by the consignee at each end.

(5) The 50 lbs. parcels Postal Service may be abolished along with the introduction of the new 20 lbs. overseas service.

3. It is not yet possible to say what will be the rates of postage on these heavy parcels, but in the meantime I am to request that you will kindly ascertain from all local bodies, that may be interested in the matter, their opinion on the subject and forward to this office, as early as possible, a summary of their replies with any remarks which you may have to offer.

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253. Parcels addressed to the United Kingdom are divided into two classes, *viz.*, (1) those not exceeding 11 lbs. in weight and (2) those exceeding 11 lbs., but not exceeding 50 lbs in weight:

Treatment.

(*i*) Parcels not exceeding 11 lbs. in weight are forwarded as mails to the British Post Office, the rates of postage applicable to such parcels being as follows:—

For a parcel—	*Via* Gibraltar. Rs.	a.	p.
Not over 3 lbs.	1	8	0
Over 3 lbs., but not over 7 lbs. ..	2	12	0
Over 7 lbs., but not over 11 lbs. ..	3	15	0

These parcels are delivered by the Post Office and the postage paid carries them to destination. As regards the insurance of these parcels, see clauses 240 to 252.

(*ii*) Parcels which exceed 11 lbs, but which do not exceed 50 lbs. (the maximum allowed) in weight are forwarded from India through the medium of the P. & O. S. N. Co., and are delivered at destination under arrangements made by that Company. The postage charge applicable to such parcels is eight annas for each pound, or fraction of a pound. The parcels are delivered free of charge within a radius of one mile from the Company's Head Office in London; if addressed to any place beyond that radius, carrier's charge are levied from the addressees on delivery. Parcels thus forwarded through the P. & O. S. N. Co. cannot be insured during transit beyond India, but must, if they contain coin, etc., be insured during transit in India under the rule laid down in Clause 250. No acknowledgment of delivery can be obtained in respect of these parcels.

Note 1.—An arrangement also exists with the P. & O. S. N. Co.. for the transmission of heavy parcels exceeding 11 lbs. in weight up to a limit of 50 lbs. from the United Kingdom to India. Such parcels should be prepaid with postage at the rate of 1*s.* per pound or fraction of a pound. Books despatched through this Agency are charged with postage at 6*d.* per pound. Parcels containing jewellery, gold, silver watches or precious stones are liable to an extra *ad volorem* rate of 1*s.* per 5 £ of value. Parcels may also be insured at the option of the senders, from London to their destination in India at a charge of 1*s.* per £ 6 of value. Enquiries regarding such parcels should be addressed to the P. & O. S. N. Co., 122 Leadenhall Street, London, E.C.

Note 2.—39 tolas are reckoned as the equivalent of 1 lb.

No. 479-117 of the 29th March 1922.

From Chamber to the Postmaster-General, Bombay Circle.

I am directed to acknowledge receipt of your letter No. F. B. 12, dated the 20th March 1922, and its accompaniments, and in reply to state that my Committee are greatly in favour of the provisional conclusions arrived at by the Government of India in respect of the proposals put forward by the Board of Trade and the British Post Offices as they are directed towards greater facilities for Inter-Imperial parcels delivery.

In conveying their approval of these provisional conclusions and of the proposed enlargement and improvement of the

overseas Parcels Postal Service my Committee would, however, esteem it a favour if they might be informed as to the reasons actuating the Government of India's decision to reduce the proposals parcel weight from the suggested 28 lbs. to 20 lbs. and also as to why it is proposed to abolish the 50 lbs. parcels Postal Service.

No. F. B. 50 of the 1st April 1922.

From the Postmaster-General, Bombay Circle, to Chamber.

With reference to your letter No. 479-117, dated the 29th March 1922, I have the honour to say that the information required by your Chamber in para. 2 of your letter is not available in my Office. I am enquiring from the Director-General of Posts and Telegraphs, Calcutta, if he has the necessary information, and in case he has got it, I shall communicate it to you on receipt of his reply.

No. F. B. 50 of the 1st May 1922.

From the Postmaster-General, Bombay Circle, to Chamber.

In continuation of this office letter No. F. B. 50, dated the 4th April 1922, I have the honour to enclose for your information a copy of the letter No. E. C. 35, dated the 25th April 1922, received from the Director-General of Posts and Telegraphs, Calcutta.

Copy of a communication No. E. C. 35, dated 25th April 1922, from the Director-General of Posts and Telegraphs, Calcutta, to the Postmaster-General, Bombay.

With reference to your letter No. F.B. 50, dated the 4th April 1922, I am directed to say that this office is not in possession of full information on the subject but that it is probable that the chief reason for the decisions in question is that the weight of 20 lbs. corresponds to our limit for inland registered parcels.

APPENDIX N-3.

DELAY IN THE DELIVERY OF ENGLISH MAIL LETTERS.

Bombay, 21st July 1922.

From Messrs. Gill & Co., Bombay, to Chamber.

There seems to be something very wrong about the delivery of the English Mail.

We received letters to-day at 10-15 a. m. that were directed to Gill & Co., Bombay, while our letters addressed to P. O. Box 86 are still undelivered at 1 p. m. and as we pay a fee for a Post Office Box for quick delivery, this does not seem quite in order.

We shall be glad if the Chamber could take up this matter.

No. 1253-209 of the 27th July 1922.

From Chamber to the Postmaster-General, Bombay.

I am directed to invite your attention to the serious delay to which English Mail letters addressed to Post Box numbers have been subjected for a considerable time past. It has been the almost invariable experience of the members of this Chamber that of letters posted at the same time in England those addressed to Post Box numbers are not ready for the waiting peons until those otherwise addressed have actually been delivered, at any rate in the case of firms whose offices are situated in the Fort.

2. My Committee understand that the system of sorting letters now in force is so arranged that a slight delay in the delivery of letters addressed to Post Box numbers is inevitable but my Committee submit that the time which has elapsed in the case of the last three or four mails between delivery of the two descriptions of letters is unreasonable.

3. Moreover, it will be within your knowledge that upon the previous occasions when my Committee have discussed the general question of the delay in the delivery of the English Mail with the Director-General and other officers of your department their attention has invariably been drawn to the advantages to be derived from the use of the Post Box system the main object of which is presumably to enable subscribers to obtain their letters both quicker and more easily. In practice, however, it has been found that addressees of letters addressed to Post Box numbers are placed at a very considerable disadvantage compared with the addressees of letters otherwise directed despite the fact that they have paid fees for facilities which are not forthcoming and my Committee trust that the matter may receive your immediate and serious consideration with a view to the adoption of such measures as will ensure that the existing delays are reduced to a minimum and, if possible, box-holders' letters are made available to their peons at the same time that other letters are handed over to the postmen for delivery in the usual way.

No. 1254-209 of the 27*th July* 1922.

From Chamber to Messrs. Gill & Co., Bombay

I am directed to acknowledge receipt of your letter, dated the 21st July 1922, and to forward herewith for your information the enclosed copy of a letter which my Committee have addressed to the Postmaster-General with regard to the matter under reference.

No. F. L. 83-22 of the 29*th July* 1922.

From the Postmaster-General, Bombay Circle, to Chamber.

I have the honour to acknowledge the receipt of your letter No. 1253-209 of 1922, dated the 27th July 1922, and to say that an enquiry will be made in the matter at once and the result will be communicated to you in due course.

From the Presidency Postmaster, Bombay, to Chamber.

With reference to your letter No. 1253-209, dated 27th July, to the address of the Postmaster-General, I beg to enclose copies of my Circular letter to Post Box Holders and will be glad to hear that there has been a marked improvement by this arrangement.

As soon as the London G. P. O. gets into operation the revised sorting I have suggested, it will be possible for Post Box Holders to receive their letters still earlier.

Dated 17*th August* 1922.

From the Presidency Postmaster, Bombay, to all Post Box Holders.

Complaints having come to hand of considerable delay in delivery of letters by the English Mail addressed to Post Box Holders, steps have been taken with a view to acceleration to concentrate on the letter portion of the mail and you are therefore requested to instruct your messengers to clear your letter boxes on mail days at short intervals as letters will no longer be delivered in future enclosed in bags but will pass out only through the post boxes; in this way your English Mail letters will reach you in batches as sorting progresses and will not be held up as heretofore until sorting has been finally completed. In the case of bulky commercial envelopes which are too large for any post box, a red slip placed in the box will indicate to the messenger that he has to apply for these to the clerks on duty.

Newspapers and packets will be taken in had last and these will either be placed in the post boxes or delivered to the messengers on presentation of the red slips.

This arrangement will ensure an earlier delivery to Post Box Holders than at present and it is hoped in the near future to still further accellerate this delivery.

No. F.L. 83-22 of the 12*th September* 1922.

From the Postmaster-General, Bombay Circle, to Chamber.

With reference to your letter No. 1253, dated the 27th July 1922, and in continuation of this office letter No. F. L. 83-22,

dated the 29th July 1922, I have the honour to invite a reference to the Circular letter addressed to Post Box Holders, a copy of which was sent to you by the Presidency Postmaster, Bombay, under cover of his letter, dated the 17th August 1922, and also to the article headed " English Mail Delays " in the *Times of India* of the 9th September. The action taken by the Presidency Postmaster will remove the inconvenience alluded to.

2. I am much obliged to you for bringing the irregularity to my notice.

G. L. No. 33-9834 of the 18*th September* 1922.

From the Imperial Bank of Persia, Bombay, to Chamber.

In your excerpts from the proceedings of the Committee for the month of July 1922, I notice you refer to the question of the delay in the delivery of English Mail letters. The Committee appear to have had under consideration the question of unregistered letters. The delay they complained of to the Postmaster-General appears to be emphasized in regard to registered letters.

When the Mail Steamer arrives early in the morning it is possible usually to get at least a part of the mail through post boxes or direct as early as 10 or 11 o'clock in the morning. I notice that this particularly refers to letters from America and the Continent rather than letters from England. When it comes to registered letters the usual reply given us at the Post Office is that these will be ready for delivery about 3 or possibly 4 o'clock in the afternoon and even possibly later than that.

The inference to be gathered from the fact that letters are registered is that they contain documents of value. The delay by the Post Office in the delivery of these registered letters means the loss of interest of certainly one day for, although the mail may reach Bombay in the very early hours of the morning, bills or documents reach us as a general rule too late to be dealt with on the day of arrival.

I should be glad if you would bring this matter before the Committee for consideration. I have little doubt that on enquiry you will find the same complaint is general.

No. 1761-209 of the 29th *September* 1922.

From Chamber to the Postmaster-General, Bombay Circle.

With reference to the correspondence resting with your letter No. F. L. 83-22, dated the 12th September 1922, I am directed to refer to another irregularity in connection with the delivery of the English Mail which my Committee feel sure will receive the same immediate and courteous attention.

2. The delay in the delivery of the mail in question is now confined more particularly to registered letters and I am accordingly to request that steps may be taken to effect an improvement in that direction also, as, under existing conditions, it is seldom possible to obtain delivery of such letters, even when the steamer arrives at day-break, in time to enable them to be dealt with on the same day. Inferentially such letters contain documents of value and the delay means, in many cases, the loss of at least one day's interest.

3. My Committee presume that the delay is occasioned, at any rate in part, by the examination for customs purposes but in any case they will be glad to learn in due course that steps have been taken to effect an accelaration of the present service.

No. 1762-209 of the 29th September 1922.

From Chamber to the Imperial Bank of Persia, Bombay.

I am directed to acknowledge receipt of your letter G. L. No. 33-9834, dated the 18th September 1922, on the subject of the delay in the delivery of registered letters arriving

by the English Mail and in reply to say that my Committee have addressed the Postmaster-General in reference to your complaint.

No. F. L. 83-22 of the 3rd October 1922.

From the Postmaster-General, Bombay Circle, to Chamber.

I have the honour to acknowledge the receipt of your letter No. 1761-209 of 1922, dated the 29th September 1922, and to say that an enquiry will be made in the matter at once, and the result will be communicated to you in due course.

No. G. L. 34-220 of the 2nd October 1922.

From the Imperial Bank of Persia, Bombay, to Chamber.

We beg to acknowledge receipt of your letter No. 1762-209 of 1922, dated 29th ultimo, and are much obliged for your action in regard to the delay in the delivery of registered letters arriving by the English Mail. We shall be glad to hear the result in due course.

No. 9732-22 of the 11th October 1922.

From the Presidency Postmaster, Bombay, to Chamber.

Your letter No. 1761-209, *dated 29th September.*

I am prepared to arrange a window delivery of registered letters and shall feel obliged by your furnishing me with the names of firms who agree to participate in the scheme: these firms will be supplied with a card on presentation of which the registered mail will be delivered to the clerk of the firm named on the card within five hours of the arrival of the English Mail at the G. P. O.

No. 1903-209 of the 23rd October 1922.

From the Chamber to the Imperial Bank of Persia, Bombay.

Further to your letter No. G. L. 34-220, on the subject of the delay in the delivery of registered letters arriving by the English Mail, I am directed to forward herewith the attached copy of a letter received from the Presidency Postmaster in reply to a representation on the subject forwarded to him by my Committee.

My Committee would be very glad to know your views on the proposal contained therein : if possible before their next discussion of the subject which will take place on Wednesday, the 25th instant.

G. L. No. 34-753 of the 24th October 1922.

From the Imperial Bank of Persia, Bombay, to Chamber.

We thank you for your letter No. 1903-209 of the 23rd instant.

Regarding the suggestion put forward by the Presidency Postmaster to arrange window delivery of registered letters within five hours after arrival of the mail, this proposal does not seem to us to be any great improvement, as, at the present time, our letters are being delivered to us within six hours of the arrival of the mail.

No. 1932-209 of the 26th October 1922.

Circular letter to all Members of the Chamber.

I am directed to circulate the underquoted letter from the Presidency Postmaster outlining a scheme for the more expeditious delivery of Registered letters arriving by the English Mail.

The Presidency Postmaster's letter is in reply to a representation forwarded to him by my Committee who drew his attention to the frequent delay in the delivery of registered mail letters and I am to request that you will inform me, at your earliest convenience, whether you wish to participate in the scheme, and of any suggestions that you may wish to put forward for its modification and improvement.

No. 1931-209 of the 26th October 1922.

From Chamber to the Presidency Postmaster, Bombay.

I have the honour to acknowledge receipt of your letter No. 9732-22, dated the 11th October 1922, suggesting a scheme for the more expeditious delivery of registered letters arriving by the English Mail.

In reply I am to inform you that a copy of your letter is being circulated to all the members of this Chamber with the request that I be informed of their views thereon and whether they wish to participate in the scheme.

When their replies have been received, a list of those firms who inform me of their desire to take advantage of your proposal will be forwarded to you together with a resume of any improvements or modifications that may be suggested.

No. 2046-209 of 1922.

From Chamber to the Presidency Postmaster, Bombay.

Delivery of Registered letters.

In continuation of my letter No. 1931-209, dated the 26th October 1922, and in further reply to your letter No. 9732-22, dated the 11th October 1922, I have the honour to attach herewith a list * of those members of this Chamber who have

* Not printed.

informed me of their desire to participate in the window delivery of registered letters outlined in your letter under reply.

The only important suggestion that I have received for the improvement of this system of delivery, is the suggestion that the letters be delivered sooner than five hours after the arrival of the mail steamer.

APPENDIX O.

PILFERAGES FROM CONSIGNMENTS SHIPPED FROM KARACHI TO BOMBAY.

Dated 29th June 1922.

From Sulzer Bruderer & Co., Bombay, to Chamber.

Shipments per B. I. Steamers from Karachi to Bombay.

As some of our goods lying in Karachi have to be shipped to Bombay for disposal here, we have of late made the experience that this service is working very unsatisfactorily. A big part of the packages arrive here in broken condition and on being examined heavy shortages are being found. As the Bills of Lading are made up in such a manner as to make the Steamship Company not responsible for such shortages (though we leave it an open question whether the Steamship Company's attitude is good in law) the loss falls on us, resp. on the Insurance Company, which latter has, in consequence, raised the rate of Insurance.

As we are also shipping goods from Bombay to Karachi (*i.e.*, in the opposite direction), we are in a position to say that this service is working much better, and we have therefore reasons to believe that the thefts occur in Karachi. As a matter of fact, we know in one instance that some packages were tampered with in Karachi and the matter is now in the hands of the Police.

We are sure that we are not the only firm who is suffering and we should feel obliged to you if you would put this matter before your Committee. These conditions are hampering trade to a great extent, and since we know from experience that the route from Bombay to Karachi is much safer, we are inclined to believe that a better organisation and control on the Karachi side will result in an improvement, in this respect.

We think it would have a good effect if you would interfere in the matter, and thanking you in anticipation for the trouble, we remain.

No. 1120-188 of the 6th July 1922.

From Chamber to Messrs. Sulzer Bruderer & Co., Bombay.

I am directed to acknowledge receipt of your letter, dated the 29th June 1922, with regard to the alleged pilferages from consignments of cargo in Karachi and in reply to state that your complaint in that connection has received the careful consideration of my Committee who, however, are of opinion that the matter should be referred to the Karachi Chamber of Commerce which is known to have been in communication with the police authorities recently upon the subject.

2. At the same time I am to suggest that it is advisable in the case of goods re-shipped in the original packing to secure more adequate protection by means of one of the many patent wiring machines now in existence.

Dated 10th July 1922.

From Messrs. Sulzer Bruderer & Co., Bombay, to Chamber.

We are in receipt of your letter of the 6th instant *re* pilferages from consignments of cargo in Karachi, contents of which have our best attention.

APPENDIX P-1.

ESTABLISHMENT OF A NAUTICAL SCHOOL FOR LASCARS.

No. 2514 of the 24th October 1922.

From the Shipping Master, Bombay, to Chamber.

Subject :—Establishment of a Nautical School for Lascars.

I have the honour to request that I may be furnished with the views of your Chamber on the subject mentioned above and whether the Shipping firms would undertake to provide the necessary funds.

GOVERNMENT SHIPPING OFFICE.

Bombay, 18th October 1922.

Subject :—Establishment of a School for Lascars.

Submitted.

Copy of my letter to Government No. 720, dated the 30th March 1922.

The estimated cost of the school is approximately Rs. 3,000 a year.

The scheme commends itself to His Excellency. The proposal has been put forward to the Government of India.

The Government of India, while agreeing with this Government, that it is desirable to establish a Nautical School, on the lines suggested, state that they are unable to approach the Standing Finance Committee, even for the small amount which the scheme it estimated to cost, unless it is clearly shown that it will be entirely met (*i*) by fees, or (*ii*) by subscriptions from the Shipping Companies, for whose benefit the training will be effected.

Government invite attention to para. 3 of the report of the Committee appointed by Government in 1919 to consider the question of inaugurating a Seamen's Training Institute in this Presidency. The Committee had to be dissolved owing to the apathy and lack of interest shown by the Shipping Companies, and it does not, therefore, seem likely that the Shipping Companies will agree to share any portion of the cost.

This Committee was appointed as the result of a representation which had been received by Government, from some Indian Seamen, on the question of establishing a fully equipped institution or academy for the training of Indians, in the Art of Navigation, on a scientific basis, as no facilities, at present, exist for Indian Seamen qualifying themselves for certificates of competency, for higher posts, in the Mercantile Marine.

The proposal which is now before us is to establish a Nautical School for Lascars, where they can learn to become efficient seamen. The subjects which it is proposed to teach them are fully set in my letter to Government, copy of which is attached herewith.

I have now been requested to consider the feasibility of either of the alternatives suggested by the Government of India:—

(Firstly) I consider it at least doubtful whether the fees to commence with and until the scheme is established and popularised would be sufficient to meet the cost.

(Secondly) Would the Shipping Companies undertake to guarantee sufficient money to meet the cost, which is very small, approximately Rs. 3,000 a year, possibly less, the chief item being on account of salaries of the instructors, say Rs. 2,400 a year, plus equipment, printing, &c., Rs. 600.

Messrs. Mackinnon Mackenzie & Co. have undertaken to provide some of the necessary equipment for the school.

Once the school is given a fair start I have no doubt that it would soon become self-supporting by the candidates' fees. It would provide a long-felt necessity and would be a genuine effort to give the lascar training, to the ultimate benefit of the Shipping Companies who employ them, which training, under modern conditions, at sea, he is unable to obtain. (From enquiries I have made among the men, I am led to believe that there are many lascars who desire to take advantage of it.)

No. 720 of the 30th March 1922.

From the Shipping Master, Bombay, to the Government of Bombay, Marine Department.

Complaints are frequently made in this office by the Masters and Officers of ships of the inefficiency of the Indian seamen especially with regard to the rating of Seacunny (Quarter masters).

The complaint is a long standing one and from personal experience I know that it is difficult to obtain the required numbers of seamen

possessing a thorough knowledge of their profession. The fault is not as a rule the seaman's who is keen on learning, and makes a good sailor when encouraged and given the opportunity to learn his work. Modern merchant ships are seldom more than ten days on their longest voyages in deep water; they are more often engaged on short voyages which take a few hours or days between ports, requiring very accurate navigation, careful steering, and a constant use of the hand and deep sea leads in taking soundings, only expert seamen can be employed with safety to the ship, during the progress of such voyages, and little or no time can be spared to train novices in these duties; consequently the number of proficient seamen is small in comparison to the large numbers employed. The result is that seamen sometimes undertake duties for which they are not properly trained and qualified hoping to learn without tuition from practical experience, to the annoyance of Masters and danger to ships.

In view of the above and in order to give the Bombay seamen an opportunity of becoming efficient seamen, I have the honour to make the following proposals:—

(*a*) That a Nautical School should be started in the Shipping Office.

(*b*) Instruction should be given in the following subjects:—

1. Knowledge of the compass and steering.
2. Knowledge of the hand and deep sea lead, and methods of using them.
3. Signalling (flags), commercial code, semaphore, morse, and lamp.
4. Knotting and splicing.
5. Sail-making.
6. Boating; how to pull an oar, rig and sail on a ship's boat.

The following equipment would be necessary and might be obtained on loan, or at small cost from the Government or other Dockyards:—

(*a*) 1 Compass and movable platform on which a helm or wheel should be fitted.

(*b*) 1 Deep sea lead.

(*c*) 1 Hand lead.

(*d*) 1 Set of small commercial code flags.

(*e*) 1 Morse lamp.

(*f*) 1 Ship's life boat with equipment.

I would arrange to hold periodical examinations in these subjects. Candidates who pass could have an endorsement to this effect stamped on their Discharge certificates. A small grant would be required to meet the cost of Instructor's salary and upkeep of equipment.

No. 2059-272 of the 13th November 1922.

Circular letter to all Shipping Members of the Chamber.

I am directed to forward herewith for your consideration the subjoined copy of a letter, and its accompaniments, received from the Shipping Master, Bombay, in regard to the proposed establishment of a Nautical School for Lascar Seamen in Bombay.

My Committee, who are in favour of the principle underlying the proposal, will be glad if you will be good enough to advise them in due course whether you are prepared to subscribe to such a scheme and, if so, what financial support you will be prepared to render in the event of it being decided ultimately to proceed with the proposal.

The Agents of all steamship lines in Bombay have been similarly addressed and my Committee hope upon receipt of their replies, to be in a position to furnish Government with an assurance that the shipping firms are prepared to guarantee the sum of Rs. 3,000 per annum, being the estimated annual cost of the school.

No. 2061-272 of the 13th November 1922.

From Chamber to the Shipping Master, Bombay.

I am directed to acknowledge receipt of your letter No. 2514, dated the 24th October 1922, and its accompaniments, with regard to the proposed establishment of a Nautical School for Lascar Seamen.

2. In reply I am to state that my Committee approve the principle underlying the proposal and are of opinion that

little difficulty will be experienced in raising the amount required. The matter is, however, under reference to the shipping firms concerned and a further communication shall be addressed to you upon receipt of their replies.

APPENDIX P-2.

RECRUITMENT OF INDIAN SEAMEN.

DEPARTMENT OF COMMERCE.

RESOLUTION.

LASCAR SEAMEN.

SIMLA, THE 25*th May* 1922.

No. 2663.—The General Conference of the International Labour Organisation of the League of Nations in its session at Genoa in June 1920 framed a draft Convention for establishing facilities for finding employment for seamen. This Convention prescribed the formation of Employment Bureaux and the prohibition of private employment agencies. When the draft Convention came before the Indian Legislature in September 1921, both Houses recommended that it should not be ratified but that an immediate examination should be undertaken of the methods of recruitment of seamen at the different ports in India in order that it might be definitely ascertained whether abuses existed and whether these abuses could be remedied.

2. The Government of India accordingly determined to hold a preliminary enquiry into the conditions under which seamen are recruited at Bombay and Calcutta, the only ports in India where seamen are recruited in large numbers. The enquiry was conducted by Mr. A. G. Clow, I.C.S., Controller of the Labour Bureau in the Government of India, accompanied at each port by one representative of the shipowners and one representative of the seamen, selected by the Local Government. In accordance with Resolution, No. 1208 of the 2nd March 1922, the Government of India then appointed a Committee, including two members of the Legislature, in addition to the five gentlemen who took part in the preliminary enquiry, to examine the evidence so collected and to report what reforms were possible in the existing methods of recruitment. The Committee was constituted as follows:—

Mr. A. G. Clow, I.C.S., Chairman.

Sir Frank Carter, Kt., C.I.E., C.B.E., M.L.A.

Mr. N. M. Joshi, M.L.A.

Mr. C. S. Penny.

Mr. M. Daud, M.A., B.L.

Mr. F. L. Barnett, and

Mr. Mohamad Ibrahim.

3. The Committee have presented a unanimous report in which they find that the present system under which shipping companies engage seamen through licensed brokers appointed under section 18 of Act I of 1859 or private brokers (in Calcutta sometimes known as *ghat serangs*) has resulted in grave abuses. After taking legal opinion, the Government of India have decided to treat as confidential the first three paragraphs of the Report which describe the existing system and the abuses to which it is liable.

4. The Committee explain that the shipping companies generally engage seamen through the brokers and pay them a commission calculated on the advances which the brokers make to the seamen on behalf of the companies. The first step in the selection of the crew is the nomination of the serangs or ghat serangs. The crew is selected later and the serangs and the butlers have naturally a considerable share in its selection. When the crew has been finally approved by the officer concerned, it is signed on the articles in the presence of the shipping master or one of his assistants. At this stage it is the duty of the brokers to give the men an advance of their pay. Immediately before the ship sails, an official medical examination is held and either as a result of this examination or from other causes, vacancies in a crew may arise at the last moment. The shipping companies depend upon the broker for the supply of men to fill these vacancies. The main functions which the brokers and ghat serangs are intended to fulfil thus include the supply of crews on demand, the payment of advances to the seamen who are engaged, and the replacement of deserters or of men rejected on medical grounds.

5. The Committee are unanimously of the opinion that this system has led to grave abuses which no mere amendment of detail would satisfactorily remove. They have come to the conclusion that it is imperative to introduce an entirely new system which does not involve the employment of intermediaries. It is clear that if the brokers and ghat serangs are no longer to be employed, arrangements must be made to carry out the duties at present entrusted to them. The Committee point out that this can only be effected by the organisation of employment bureaux. Their recommendations are contained in the paragraphs below.

6. The proposals of the Committee will be examined at once in consultation with maritime Local Governments. The Government of India desire to express their thanks to the Committee for an able and thorough examination of a difficult and important problem.

Recommendations of the Seamen's Recruitment Committee.

4. The present Committee owes its inception to the consideration by the legislature of the Draft Convention for establishing facilities for finding employment for seamen adopted by the Genoa Labour Conference in June 1920. We therefore devoted special consideration to the proposals contained in that Convention. Two alternative systems are suggested in the Convention. In one the system of employment offices is organised and maintained by representative associations of shipowners and seamen in co-operation. In the other, the system is maintained by the State. These seem to us to be the only feasible alternatives. Of the two, we regard the first alternative as, in principle, the better one. Unnecessary interference by the State with the conditions of labour in any industry is undesirable, and a system which is maintained by mutual co-operation of the parties concerned is likely to work much more smoothly than one which depends on the power of the State. At the same time, we recognize that there may be difficulties in securing the necessary co-operation. There is an organization at Calcutta containing a large proportion of men of all grades, and at Bombay the union contains nearly all the saloon crews, but in neither port are all the seamen in unions at present. We are anxious that the reforms which we hope to see introduced should not be jeopardized by the failure of either party to co-operate, and we therefore suggest that, if it proves impracticable to obtain the co-operation necessary to put the first alternative in operation, the second alternative —that of a state organization—should be adopted. At the same time, the first alternative should be set down as the ideal to be aimed at, and we trust that with the growth of healthy organizations amongst seamen and of mutual trust and good will, it will not be long before it can be brought into being. Genoa proposals.

5. The employment Bureau which we propose to set up in each centre will have at its head a single officer. We consider that he should be an officer having practical maritime experience, as recommended by the Genoa Conference, and it is desirable also that if possible he should have had experience of shipowners and seamen's organizations. The success of the scheme will depend largely on his personality, and his selection will therefore be a matter of the highest importance. We consider that a considerable proportion of the present trouble in Calcutta can be traced to the fact that the supervision of recruiting has been entrusted to shipping officers who are constantly being changed and who prior, to taking up their posts, have not been working in the mercantile marine. The officer selected as head of the Bureau must have had this experience and he must be able to work sympathetically with shipowners, ships' officers and men and with the organisations of the shipowners and the men. Similar care should be exercised in the choice of his assistants. Organization of labour.

6. One of the main functions of the Bureau will be the maintenance of a general register of seamen of each grade including recruits. Separate registers should be maintained for each line that so desires. Maintenance of registers.

and an additional register should contain the names of seamen who are not on the books of any of the lines having separate registers. It should be within the power of the Bureau to remove the name of any man from the register (*e.g.*, in the event of serious misconduct being proved) or to suspend any man entered on the register. Such a man would then be debarred from obtaining employment in any ship. At the same time, in accordance with the principle enunciated in the Genoa Convention that "freedom of choice of ship shall be assured to seamen and freedom of choice of crew shall be assured to shipowners," it should be within the power of the shipowner (or his authorized representative) to demand the removal of any seaman's name from the register of the line concerned. Similarly any seamen should be entitled to have his name removed from the register of any line. In such cases, unless there are reasons for the contrary or unless the man's name is entered upon the register of another line by mutual arrangement the name should be entered on the additional register. Separate registers must, of course, be maintained of types of crew that do not normally sail together.

Selection of serangs.

7. We consider that the power of selecting all seamen, including serangs, should be restricted to two classes of employees of the owners or agents, *viz.*, the Superintendents and the Masters of the ships. The Chief Officer, Chief Engineer and Chief Purser should have the power to select serangs or butlers, subject to the approval of the Master. And we propose, as regards serangs and butlers, that they shoud be at liberty to nominate any serang or butler who has been discharged from a ship of the same line not less than three months before. Should the officer responsible for the selection not desire to choose such a serang, his choice should be made from a fair proportion of men taken from the top of the roster maintained by the Bureau for that line, *i.e.*, from those serangs or butlers belonging to the line who have been longest out of employment. We hope by these provisions to ensure two ends—to encourage lines to give men, as far as possible, continuity of employment, and to ensure that each man on the list shall have his claims regularly considered. Where neither the shipowners, their agents, the Superintendent, nor the Master are present at the employment office (*e.g.*, in the case of a ship at another port belonging to a firm having no agent in the port of engagement) or where they waive their right to select, the choice would devolve on the Bureau.

Selection of sukhanis.

8. In both Bombay and Calcutta, it should be possible to select the sukhanis on the system proposed above for the serangs. The work of the sukhanis renders them independent of the serang, and he need not be given a voice in their selection.

Selection of crew: Calcutta.

9. The serang is, in large measure, held responsible for the work of his crew, and it is necessary therefore to ensure that he should have some say in their choice. The Calcutta crews, with the exception of the Maldivis, are not spilt up into self-contained groups, and there is no close attachment between the serang and his crew. It is desirable that the power of the serang to select his crew should be limited as

far as possible, without compelling him to sail in command of men who will make trouble on board or discredit him. We propose to secure this by taking the crew (including the hands between the serangs and the ordinary seamen) by roster, and by allowing the serang to make reasonable objections to any particular men so taken. It may prove advisable to allow the serang to nominate one or two men more directly. The nomination or rejection would, of course, in all cases, be subject to the approval of the selecting officer. It should also be possible for men to be taken who have been discharged from ships of the same line not more than one month before. The saloon crew should be similarly chosen.

Selection of crew: Bombay.

10. The Bombay problem is more difficult. The crews, especially the deck crews, there are more closely attached to particular serangs: they frequently come from the same or neighbouring villages, and form almost a family on board. We think that while the system proposed for Calcutta might be applied with advantage to the Punjabi and Pathan firemen, who stand in need of more protection than the other Bombay seamen, it would be a mistake to interfere with the power of nomination the serang at present has in respect of other crews. The approval of the selecting officer will be necessary in all cases. The system by which the butler can choose a few of his crew and the rest are taken by roster should be adopted for the saloon crews in Bombay.

Advances.

11. An important function at present discharged by the brokers and ghat serangs is the payment of advances. We considered the suggestion of dispensing with advances but came to the conclusion that this was not a possible solution. The seamen demand and require the advances. It is clear that Government cannot act as an insurance agent and undertake the monetary risks involved in desertion. But it should not be difficult to arrange for private agencies to undertake the risk. A maximum rate of commission might be prescribed, and licenses could be granted to approved agencies to make advances at a commission not higher than the rate prescribed. The commission would be payable by the shipowners as at present. The full advance would be recoverable from the shipowners for all men who sail. Suitable agencies for the purpose would be the Seamen's Unions, co-operative societies, and respectable private individuals. The licenses would be granted by the Employment Bureau, and the advances would be paid, as at present, in the presence of the officer of the Bureau. The Bureau should afford assistance to advancing agencies to prevent the loss of advances.

Desertions.

12. Under the existing system, the brokers are responsible for getting the crew on board. If any of the crew desert it is their duty to fill vacancies. This duty will have to be undertaken by the Employment Bureau, and it will be the most difficult part of its work. We suggest that a system similar to that followed in England be adopted here, and that a certain number of spare men be sent down on the day of sailing, to fill vacancies arising suddenly from desertion or as a result of the medical examination. These men would be chosen by the head

of the Bureau from the roster for that line or from the additional register, and they might receive a day's pay from the shipowners for being present, unless of course they were signed on. The men rejected at the final medical examination might also receive a day's pay. The number sent would depend entirely on the instructions of the shipowners. Cases of desertion should be carefully gone into, and "failed to join" should be entered on the continuous discharge certificate. The officer-in-charge of the Bureau should have power to suspend a deserter for a long period. Habitual offenders might be punished with removal from the registers.

Advisory committees.

13. We have given careful consideration to the question of setting up the Advisory Committees of representatives of shipowners and seamen contemplated by the Genoa Convention. We are agreed that such Committees, if they worked smoothly, would be able to perform useful functions in advising the head of the Bureau. But we are not agreed as to the advisability of introducing these Committee at an early stage. Four members of the Committee, Mr. Clow, Mr. Joshi, Mr. Daud and Mr. Mahomed Ibrahim consider that the Committees should be set up as soon as practicable.* They would prove most useful in assisting the head of the Bureau to complete the scheme for recruitment. In our report we have dealt only with the broad outlines of the scheme; the details to be filled in later will be numerous and it is essential that at this stage, the head of the Bureau should be kept in close touch with both shipowners and seamen. The remaining three members, Sir Frank Carter, Mr. Penny and Mr. Barnett consider that there is a distinct danger that an Advisory Committee will result in serious friction and will hamper the head of the Bureau to such an extent that the establishment of the new system will be jeopardised. They think that the head of the Bureau should be given a free hand to set the system in operation, and Advisory Committees can be introduced at any stage when their necessity is obvious.

Penalties.

14. We consider that bribery, whether direct or indirect, to obtain employment for seamen should be regarded as a serious offence, and punishable with a considerable term of imprisonment. At present the maximum penalty is a comparatively small fine coupled with the loss of office in the case of certain persons. This most inadequate penalty, coupled with the difficulty of obtaining a conviction in cases of this type, has acted as a complete check on prosecutions. We suggest a maximum of two years' rigorous imprisonment. A heavy penalty, *e.g.*, a fine of Rs. 1,000 should also be possible for unauthorised persons who endeavour to supply seamen to any agency other than the Employment Bureau. On the other hand, there should be complete liberty to shipowners, seamen, their representatives or their organizations to supply seamen to the Bureau. In the case of the offences referred to above, the head of the Bureau should have power to institute prosecu-

* I desire to make it clear that, in my opinion, it will not be practicable to set up these Committees until the consent of both parties has been secured.—A. G. CLOW.

tions on complaints or otherwise, and the cases should be treated as public prosecutions.

15. No separate figures are available to show how far the fees now levied under Sections 5 and 6 of Act I of 1859 meet the expenses incurred in recruitment. But we consider that these fees should be diverted towards maintenance of the Employment Bureau, which will exercise the functions at present discharged by the Shipping Office. Costs.

16. Inquiries have not been made in ports other than Bombay and Calcutta, and we have, in consequence, no evidence regarding conditions at the other ports of India. We have, therefore, confined our discussions to Calcutta and Bombay. Other ports.

A. G. CLOW.
FRANK CARTER.
N. M. JOSHI.
CHAS. S. PENNY.
MAHAMMED DAUD.
F. L. BARNETT.
MOHAMAD IBRAHIM.

The 8th March 1922.

ORDER.—Ordered that a copy of this Resolution be forwarded to the Governments of Bengal and Bombay, to the Director General of Commercial Intelligence, Calcutta, the Director of Commercial Intelligence, Bombay, the Principal Chambers of Commerce and Associations and to the Chairman and Members of the Committee.

ORDERED also that the Resolution be published in the *Gazette of India* for general information.

H. A. F. LINDSAY,

Secretary to the Government of India.

No. 1002-86 of the 22nd June 1922.

From Chamber to Bengal Chamber of Commerce, Calcutta.

I am directed to invite a reference to the recently published Report of the Lascar Recruitment Committee and to suggest that the views of our two Chambers thereon shall

synchronise, so far as may be, when submitted in due course to their respective local Governments.

2. I am accordingly to submit, for the consideration of your Chamber, the views of my Committee on the subject under reference as summarised hereunder:—

(*a*) They concur in the suggestion that the Broker system should be abolished.

(*b*) They consider that a Central Bureau should be established.

(*c*) They are emphatically opposed to the formation of an Advisory Committee either now or in the future.

(*d*) They support the proposal that the employment of crews should be on the Roster system, and that separate Rosters shall be maintained for each Shipping Company if it so desires.

(*e*) They agree with the suggestion that advances to men should be paid and risk through desertion should be undertaken by licensed Shroffs.

(*f*) They are strongly in favour of the institution of Indian Seamen's Homes in the chief ports.

3. At the same time I am to state that my Committee endorse the views expressed by this Chamber last year to the effect that the establishment of a better system than the one at present in vogue in Bombay, would present very considerable difficulties and that the institution of a Government Labour Bureau would merely entail expense to the men whilst awaiting problematical employment and would lead to further congestion in the cities where the Bureau were situated.

4. My Committee realise, however, that it is imperative to secure uniformity in the procedure at all Indian ports where crews are engaged and they are, therefore, prepared to express their agreement with the particular recommendations of the Lascar Recruitment Committee enumerated above.

No. 1160-86 of the 13th July 1922.

From Chamber to Bengal Chamber of Commerce, Calcutta.

I beg to refer to my letter No. 1002-86, dated the 22nd June 1922, upon the subject of the recommendations contained in the report of the Seamen's Recruitment Committee and to enquire whether your Committee are yet in a position to advise me of the result of their enquiries in that connection.

No. 2471 of the 27th July 1922.

From Bengal Chamber of Commerce, Calcutta, to Chamber.

SEAMEN'S RECRUITMENT COMMITTEE.

I am directed to refer to your letters No. 1002-86 and No. 1160-86 of 22nd June and 13th July respectively. The views of your Committee on the terms of the report of the Seamen's Recruitment Committee have been noted with much interest. The position, so far as this Chamber is concerned, is that they were recently asked by the Government of Bengal, Marine Department, to submit their views, after the opinion of the Calcutta Liners Conference had been obtained, on the recommendations of the Seamen's Recruitment Committee, particularly regarding the formation of an employment bureau of the nature suggested. The Chamber accordingly consulted the Calcutta Liners Conference in the matter, and I am directed to send to you herewith a copy of the reply received from the Conference. I am also to enclose, for the confidential information of your Committee, an extract from the proceedings of a meeting of the Conference, when the subject was discussed and when certain provisional conclusions were adopted. A copy is also enclosed of the letter which the Chamber are sending to-day to the Government of Bengal.

No. 2470 of the 27th July 1922.

From Bengal Chamber of Commerce, Calcutta, to the Government of Bengal, Marine Department.

Resolution No. 2663, dated the 25th May 1922, by the Government of India, Department of Commerce.

I have the honour to acknowledge the receipt of your letter No. 1805 Mne, dated the 29th June 1922, forwarding copy of the marginally noted resolution by the Government of India regarding the recruitment of lascar seamen and asking the views of the Chamber, after consultation with the Calcutta Liners Conference, on the recommendations of the Seamen's Recruitment Committee, particularly regarding the formation of an employment bureau.

Letter No. 456-L.C., dated 20th July 1922, from the Calcutta Liners Conference, to the Chamber.

2. I am now directed to send to you a copy of the reply received from the Conference to the reference made to them on the subject. It will be observed that the principals of the Conference Lines must be consulted before the expression of opinion asked for can be given, and that the Conference ask information which they can put before owners indicating what the cost of the proposed new scheme is likely to be as compared with the expenses of the shipping office as at present. I am to ask if the Government of Bengal can furnish information on this point, and also if a reply can be given to the further enquiry made by the Conference, namely, whether any additional expense involved will be borne by Government.

No. 456-L. C., dated Calcutta, 20th July 1922.

From Calcutta Liners Conference to Bengal Chamber.

I am directed to acknowledge the receipt of your letter No. 2163, dated the 5th July, requesting an expression of opinion on the recommendations of the Seamen's Recruitment Committee, particularly regarding the formation of an Employment Bureau. The papers in this connection forwarded with your letter, have been considered by the Conference, who note that the Government of Bengal, in their letter of 29th June to the Chamber, say that the matter is urgent and ask for a reply as early as possible. I am, however, directed to explain that the principals of the Lines forming the Conference, are at home, and must be consulted before the expression of opinion asked can be given. The Conference venture to point out that, although the report of the Seamen's Recruitment Committee is dated 8th March the Government of India's resolution regarding it bears the date of 25th May, and was forwarded by the Government of Bengal only on 29th June. The Conference cannot, therefore, regard the matter as so urgent that it must be dealt with before they have the fullest opportunity of consulting their principals on a question which affects the latter very materially.

2. I am, however, directed to submit certain general observations, pending the receipt of instructions from owners. Paragraph 4 of the report of the Seamen's Recruitment Committee explains that the Committee owed its inception to the consideration by the legislature of the draft Convention for establishing facilities for finding employment for seamen adopted by the Genoa Labour Conference in June 1920. The Committee state that they, therefore, devoted special consideration to the proposals contained in that convention, which suggested two alternative systems:—

(*a*) a system of employment offices organised and maintained by representative Associations of shipowners and seamen in co-operation; and

(*b*) a system maintained by the State. The Committee state further that of the two system they regard the first as, in principle, the better. The Conference, however, are provisionally disposed to prefer the second, but, under present conditions, without an Advisory Committee such as is referred to in paragraph 13. In order to facilitate a decision as to the practicability of the second alternative, the Conference would like to have information which they could put before owners on the question of what the cost of the new system would be as compared with the expense of the Shipping Office as at present. And if the new scheme cannot be carried on at the same expense as, or at less expense than, at present, the Conference would be glad to know if Government are prepared to bear the additional cost: for it is quite certain that Steamship Companies will not be disposed to accept any scheme involving them in additional expenditure at the present time.

Extract from Proceedings of a Meeting of the Calcutta Liners Conference held on the 14th July 1922.

The meeting had been arranged, as agreed at the last meeting held on 10th July, for the purpose of considering the question raised in a letter, dated 29th June, from the Government of Bengal, Marine Department, to the Bengal Chamber of Commerce, covering copy of a Resolution by the Government of India, Department of Commerce, regarding the recruitment of lascar seamen, and inviting an expression of opinion on the recommendations of the Seamen's Recruitment Committee. A copy of the Resolution is attached hereto as an appendix.

The Conference had the advantage of considering a note by Mr. Currie on the subject, and this now formed the basis of discussion on the details. Before, however, dealing with such details, the Conference considered certain general questions relating to the reference.

They decided that they could not commit owners to any expression of opinion, regarding the report of the Seamen's Enquiry Committee, without definite instructions. They noted, from paragraph 4 of the report, that it was explained that the Recruitment Committee owed its inception to the consideration, by the legislature, of the draft convention for establishing facilities for finding employment for seamen adopted by Genoa Labour Conference in June 1920. The paragraph proceeded :—

We, therefore, devoted special consideration to the proposals contained in that Convention. Two alternative systems are suggested in the Convention. In one the system of employment offices is organised and maintained by representative associations of shipowners and seamen in co-operation. In the other, the system is maintained by the State. These seem to us to be the only feasible alternatives. Of the two we regard the first alternative as, in principle, the better one.

Pending the receipt of instructions from owners in the matter, and on the assumption that one or other of the two alternative systems suggested was to be adopted, the Conference were disposed to favour the second alternative, namely, an employment bureau maintained by the State. Paragraph 13 of the report referred to the question of whether Advisory Committees should be set up, consisting of representatives of shipowners and seamen. Such Committees had been contemplated by the Genoa Convention, and the Seamen's Recruitment Committee, while agreeing that these Committees, if they worked smoothly would be able to perform useful functions in advising the head of the bureau, were not agreed as to the advisibility of introducing them at an early stage. The Conference were definitely and emphatically of opinion that there should be no advisory Committees under present conditions. They also considered it desirable that they should have information to put before owners on the question of what the cost of the new system would be as compared with the present expense of the Shipping Office ; and if the new scheme could not be run at the same cost as or at less cost than at present, the Conference desired to know if Government were prepared to bear the additional expense involved, for it was quite certain that steamship companies would not be disposed to accept any scheme entailing additional expenditure at the present time. Meantime a reply was to be sent to the Chamber explaining the position, and the Committee directed that it should be in the following terms :—

I am directed to acknowledge the receipt of your letter No. 2163, dated the 5th July, requesting an expression of opinion on the recommendation of the Seamen's Recruitment Committee, particularly regarding the formation of an employment bureau. The papers in this connection forwarded with your letter have been considered by the Conference, who note that the Government of Bengal, in their letter of 29th June to the Chamber, say that the matter is urgent and ask for a reply as early as possible. I am, however, directed to explain that the principals of the lines forming the Conference are at home, and

must be consulted before the expression of opinion asked can be given. The Conference venture to point out that, although the report of the Seamen's Recruitment Committee is dated 8th March, the Government of India's resolution regarding it bears the date 25th May, and was forwarded by the Government of Bengal only on the 29th June. The Conference cannot, therefore, regard the matter as so urgent that it must be dealt with before they have the fullest opportunity of consulting their principals on a question which affects the latter very materially.

2. I am, however, directed to submit certain general observations pending the receipt of instructions from owners. Paragraph 4 of the report of the Seamen's Recruitment Committee explains that the Committee owed its inception to the consideration by the legislature of the draft convention for establishing facilities for finding employment for seamen adopted by the Genoa Labour Conference in June 1920. The Committee state that they, therefore, devoted special consideration to the proposals contained in that convention, which suggested two alternative systems :— (*a*) a system of employment offices organised and maintained by representative Associations of shipowners and seamen in co-operation ; and (*b*) a system maintained by the State. The Committee say further that of the two systems they regard the first as, in principle, the better. The Conference, however, are provisionally disposed to prefer the second, but, under present conditions, without an Advisory Committee such as is referred to in paragraph 13. In order to facilitate a decision as to the practicability of the second alternative, the Conference would like to have information which they could put before owners on the question of what the cost of the new system would be as compared with the expenses of the shipping offices as at present. And if the new scheme cannot be carried on at the same expense as, or at less expense than, at present, the Conference would be glad to know if Government are prepared to bear the additional cost: for it is quite certain that steamship companies will not be disposed to accept any scheme involving them in additional expenditure at the present time.

Dealing with the various points of detail, and with reference to the note of Mr. Currie mentioned above, the Conference were disposed to adopt the following provisional points :—

(1) The abolition of the broker and ghat serang system.

(2) The establishment of an employment bureau to exercise the functions at present discharged by the Shipping Office, with emphasis on the necessity of great care in the appointment of staff and of adequate scales of pay throughout. The following special points to be made with reference to the head of the bureau :—

(*a*) He must be an officer of the Mercantile Marine.

(*b*) His appointment must be approved by the Conference.

(c) The appointment must not be subject to frequent change.

(3) Direct recruitment to be optional to all Lines desiring it.

(4) No Advisory Committee.

(5) Employment of crews on the roster system, subject to liberty to nominate any serang or butler who has been discharged from a ship of the same Line not less than three months before, and similarly with seamen with a limit of one month. The suggestion that men must be taken entirely on the roster system, whether they be good, bad or indifferent, could not be accepted.

(6) Freedom of choice of ship to seamen and freedom of choice of seamen to shipowner.

(7) Advances to be continued and guaranteed by private individuals licensed by Government or by Seamen's Co-operative Societies.

(8) Paragraph 12 of the report suggested, with reference to filling vacancies in the crew at the time of sailing, that a certain number of spare men should be sent down on the day of sailing, to fill vacancies arising suddenly from desertion or as a result of the medical examination. The suggestion was that these men should be chosen by the head of the bureau from the roster for the Line or from the additional register; that they might receive a day's pay from the shipowners for being present, unless of course they were signed on; and that the men rejected at the final medical examination might also receive a day's pay.

The Conference were of opinion that no rule should be laid down prescribing that a day's pay should be given in cases where a man was rejected on account of venereal disease.

(9) The Conference noted that paragraph 14 of the report was as follows :—

We consider that bribery whether direct or indirect to obtain employment for seamen should be regarded as a serious offence, and punishable with a considerable term of imprisonment. At present the maximum penalty is a comparatively small fine coupled with the loss of office in the case of certain persons. This most inadequate penalty coupled with the difficulty of obtaining a conviction in cases of this type, has acted as a complete check on prosecutions. We suggest a maximum of two years' rigorous imprisonment. A heavy penalty, *e.g.*, a fine of Rs. 1,000 should also be possible for unauthorised persons who endeavour to supply seamen to any agency other than the Employment Bureau. On the other hand there should be complete

liberty to shipowners, seamen, their representatives or their organisations to supply seamen to the Bureau. In the case of the offences referred to above, the head of the Bureau should have power to institute prosecutions on complaints or otherwise, and the cases should be treated as public prosecutions.

The Conference considered it desirable that legal opinion should be taken regarding the effect of measures being adopted on these lines, and whether it would be possible in such circumstances for a shipmaster to be arrested, say two days before his vessel sailed, on a false charge brought against him by a discharged serang, possibly involving the ship being held up indefinitely in consequence.

The Conference were of opinion that an additional clause should be added, embodying a penalty for the laying of false information.

No. 2484-1922 of the 28th July 1922.

From Bengal Chamber of Commerce, Calcutta, to Chamber.

With regard to my letter No. 2471 of yesterday's date, and the extract sent therewith from the proceedings of a meeting of the Calcutta Liners Conference, I beg to invite a reference to item (5) of the provisional points adopted by the Conference, namely, the item beginning "Employment of crews on the roster system". In the second and third lines the words occur "not less than three months before". Please add, with reference to these words, the following explanatory foot note :—

"This is the wording as in the Report of the Seamen's Recruitment Committee : it is probably intended to mean not *more* than. In any case the view of the Conference is that liberty of recruitment must be reserved by steamers."

I regret that this foot note was omitted from the extract as sent to you.

No. 163-M. of the 11th July 1922.

From the Government of Bombay, Marine Department, to Chamber.

I am directed by the Governor in Council to forward a copy of a Resolution issued by the Government of India, Department of Commerce, No. 2663, dated the 25th May 1922, on the report of the Seamen's Recruitment Committee and to request that Government may be furnished at as early a date as possible with the views of the Bombay Chamber of Commerce on the recommendations contained in paras. 4-15 of the Committee's report.

No. 1657 of the 14th July 1922.

From the Shipping Master, Bombay, to Chamber.

I have the honour to request that you will be good enough to furnish me at your earliest convenience with your views on the recommendation of the Committee appointed to inquire into the matter of Seamen's Recruitment in India, published in the *Bombay Government Gazette*, Part I, Page 1253, dated the 8th June 1922, to enable me to furnish Government with my opinion on the subject.

No. 1174-86 of the 15th July 1922.

From the Chamber, to the Shipping Master, Bombay.

I have the honour to acknowledge receipt of your letter, No. 1657, dated the 14th July 1922 and in reply to say that my Committee only received a formal reference from the local Government upon the subject in question on the 12th instant and that your request that they shall furnish you in due course with their views on the subject has been noted.

No. 1358-86 of the 10th August 1922.

From Chamber to the Government of Bombay, Marine Department, Bombay.

I am directed to acknowledge receipt of your letter, No. 163-M., dated the 10th July 1922, and its accompaniment, in which my Committee are invited to express their views on the subject of the recommendations contained in paragraphs 4-15 of the report of the Seamen's Recruitment Committee.

2. In reply I am to state that the question is under reference to certain home authorities and that the views of my Committee thereon shall be communicated to Government as soon as conveniently may be arranged after receipt of any further considerations which may be adduced by the bodies in question.

Telegram No. 1696-86 of the 21st September 1922.

From Chamber to Bengal Chamber, Calcutta.

Your letter 2471 of twenty seventh July *re.* Seamen's Recruitment Committee. Please say whether result of Liners Conference's reference to their principals is known yet. Committee anxious to know final views of Conference before replying to Bombay Government.

No. 3195 of the 26th September 1922.

From Bengal Chamber, Calcutta, to Chamber.

I have to acknowledge the receipt of your telegram of 21st September reading :—

> Your letter 2471 of 27th July *re.* Seamen's Recruitment Committee. Please say whether result of Liners Conference's reference to their principals is known yet. Committee anxious to know final views of Conference before replying to Bombay Government.

I am directed to explain in reply that Agents here have not yet received instructions from their principals. Recent developments in connection with the matter will be seen from the attached copies of a letter of 8th August from the Government of Bengal, and its enclosure, and of the Committee's reply, dated 6th September, and its enclosure. I am to add that Agents feel that there is no necessity for hurry in discussing the alteration of a system which has been in force for so many years, and that it is very essential that the details of any system which is to be substituted must be very fully considered before it can be accepted.

No. 2242-Mne. of the 8th August 1922.

From the Government of Bengal, Marine Department, to Bengal Chamber, Calcutta.

Subject.—Recruitment of Indian Seamen.

I am directed to acknowledge the receipt of your letter No. 2470, dated the 27th July 1922, enclosing a copy of a letter from the Calcutta Liners Conference, No. 456 L. C., dated the 20th idem, containing the observations of the Conference on the recommendations of the Committee.

2. The Conference state that the principals of the steamship lines which they represent must be consulted before they can fully express their opinion on the Committee's recommendations. The Conference however give as their provisional opinion that they prefer the second of the two alternative systems mentioned in paragraph 4 of the report, *viz.*, a system of employment offices maintained by the State. In order to arrive at a decision as to the practicability of the second system the Conference ask for information on the following points:—

(*a*) What the cost of the new system would be as compared with the present expenses of the Shipping Office; and

(*b*) whether, if the new system be more expensive than the present Shipping Office, Government would be prepared to bear the additional cost.

3. I am to say that in order to arrive at an approximate estimate of the cost of the two alternative schemes proposed by the Committee it will be necessary to elaborate the schemes in further detail. Mr. R. N. Gilchrist, the Labour Intelligence Officer of Government, has been asked to work out the necessary details in consultation with the members of the Liners Conference and their Marine Superintendents.

It would therefore be of great assistance if Mr. Gilchrist could be permitted to consult the members of the Conference and their Marine Superintendents personally in drawing up a scheme.

4. I am to enclose a copy of a letter from the Government of India, Commerce Department, No. 3022, dated the 14th June 1922, explaining the urgency of the matter. It will be seen from the concluding portion of paragraph 1 of the letter that the Government of India are of the opinion that it is essential that the scheme that is finally adopted should be self-supporting.

5. I am to indicate the following six main questions which require examination in this connection :—

(*a*) Whether a new system of employment offices should be organised and maintained by representative associations of ship-owners and seamen in co-operation or by the State.

(*b*) Whether the system of maintenance of registers proposed in paragraph 6 of the report is practicable.

(*c*) Whether the methods of selection of serangs, sukhanis and crews proposed in paragraphs 7-9 of the report are suitable to the conditions of recruitment in Calcutta.

(*d*) Whether it would be possible to arrange for private agencies to undertake advances in accordance with the proposals of paragraph 11.

(*e*) Whether the proposals for filling the places of deserters are suitable.

(*f*) Whether Advisory Committees are necessary, or desirable.

It would be helpful if the Liners Conference would express their provisional views on these questions in order to enable a scheme to be drawn up without prejudice to their claim to consult their principals when a scheme has been framed and an estimate of the costs prepared.

Letter No. 3022 of the 14th June 1922.

From the Government of India, Department of Commerce, Simla, to the Government of Bengal, Marine Department, Calcutta.

I am directed to invite a reference to this Department's Resolution No. 2663, dated the 25th May 1922. I am now to request that with the permission of His Excellency the Governor in Council and after consulting the various commercial and shipping interests including Seamen's Unions the Local Government will furnish the Government of

India with its views on the recommendations of the Committee as stated in paragraphs 4-15 of the extracts from its report appended to the resolution. In the event of the Local Government approving generally of the revised scheme of recruitment suggested by the Committee I am to ask that an estimate may be furnished of the cost of the proposed employment bureau, and that the Local Government will give its views on the question how the cost should be met. It is essential in the present financial stringency that the scheme should be self-supporting.

2. The Government of India are aware that the questions raised by the Committee's report are not only very important but also acutely controversial. They are reluctant therefore to fix a time limit for replies to this letter. At the same time I am to say that they are anxious to come to a decision as early as possible in view of the impending amendment of the law relating to Mercantile Shipping in India. I am to ask therefore that the matter may be treated as urgent, and that the Local Governments' reply may be submitted with the least possible delay. In this connection I am to say that it will not be necessary for the Local Governments to suggest detailed amendments in the law. These will be taken up separately after replies have been received to this letter, and it will be sufficient if Local Governments in answering this letter confine their attention to the administrative points involved.

No. 3007 of the 6th September 1922.

From Bengal Chamber of Commerce, Calcutta, to the Government of Bengal, Marine Department, Calcutta.

I have the honour to acknowledge the receipt of your letter No. 2242 Mne., dated the 8th August, with further reference to the subject of the recommendations of the Seamen's Recruitment Committee, and to send you herewith a copy of the marginally noted letter from the Calcutta Liners Conference to the Chamber.

Letter No. 488-L. C., dated 30th August 1922, from the Calcutta Liners Conference to the Bengal Chamber of Commerce.

No. 488 L. C. of the 30th August 1922.

From the Calcutta Liners Conference to Bengal Chamber of Commerce, Calcutta.

Subject.—Recruitment of Lascar Seamen.

I am directed to acknowledge the receipt of your letter No. 2672, dated the 14th August, forwarding copies of the letter of 8th idem

addressed to you in the above connection by the Government of Bengal, Marine Department, and of its enclosure.

2. The Conference note that Government are unable for the present to furnish information as to the probable cost of the alternative new system of employment offices: (*a*) maintained by the State, and (*b*) maintained by representative associations of shipowners and seamen, and that Mr. R. N. Gilchrist, Labour Intelligence Officer, has been asked to work out the necessary details. In this connection I am directed to say that the Chairman of the Conference (Mr. A. McD. Eddis) and Mr. J. A. Tassie, with the following Marine Superintendents, Captain Penny, of the B. I. S. N. Co., Ld., and Captain Trott, of the Asiatic Steam Navigation Co., Ld., will be glad to meet Mr. Gilchrist and to give him any assistance they can.

3. The Conference have noted the six questions indicated in paragraph 5 of the Government of Bengal's letter. As already explained they cannot give any definite expression of opinion until they have had the opportunity of consulting their principals, but their provisional views with regard to these are as follows:—

(*a*) If a new system of employment offices is required it should as they have already said—in their letter No. 456 of 20th July—be organised and maintained by the State.

(*b*) The system of maintenance of registers proposed in paragraph 6 of the report is considered to be practicable.

(*c*) The question whether the methods of selection of serangs, sukhanis, and crews proposed in paragraphs 7 to 9 of the report would be suitable to the conditions of recruitment in Calcutta will be matters for consideration after discussion with Mr. Gilchrist. But meantime with regard to paragraph 9 of the report, the Conference are disposed to prefer the Bombay system, they do not agree with the remark in the paragraph that in Calcutta there is no close attachment between the serang and his crew, and with other comments in the paragraph arising out of this remark.

(*d*) The question whether arrangements can be made for private agencies to undertake advances in accordance with the proposals of paragraph 11 will be a matter for further discussion.

(*e*) The proposals for filling the places of deserters will also be a matter for discussion, dependent to some extent on the decision with regard to question (*d*); meantime the Conference are not disposed to express any views on this point.

(*f*) Advisory Committees are considered to be neither necessary nor desirable.

No. 1830-86 of the 9th October 1922.

From Chamber to Bengal Chamber of Commerce, Calcutta.

I am directed to acknowledge receipt of your letter, No. 3195, dated the 26th ultimo, and its accompaniments, and to thank you for the information therein contained, which has been noted by my Committee.

My Committee will be glad to learn, in due course, the nature of any instructions which Agents in Calcutta may eventually receive from their principals.

No. 163-M. of the 8th November 1922.

From the Government of Bombay, Marine Department, to Chamber.

I am directed by the Governor in Council to refer to the correspondence ending with your letter No. 1358-86, dated the 10th August 1922, and to enquire whether the Chamber is now in a position to reply to Government letter No. 163-M, dated the 11th July 1922, regarding the report of the Seamen's Recruitment Committee.

No. 2130-86 of the 23rd November 1922.

From the Chamber to the Government of Bombay, Marine Department.

I have the honour to acknowledge the receipt of your letter, No. 163-M, dated the 8th instant, on the subject of the Report of the Seamen's Recruitment Committee.

In reply I am to state that certain points in regard to the findings of the Seamen's Recruitment Committee are under reference to the Home Offices of certain firms interested in this connection.

I am to add that my Committee hope to be in a position to forward their views on the subject in question at a very early date.

No. 2138/86 of the 23rd November 1922.

From Chamber to Bengal Chamber of Commerce, Calcutta.

Recruitment of Lascar Seamen.

"I am requested to refer to your letter, No. 3195, dated the 26th September 1922, and my telegram, dated the 21st September 1922, on the above subject and to inform you that my Committee have again been referred to by the Government of Bombay requesting an expression of their views on the Report of the Lascar Recruitment Committee."

My Committee's reply is still being held up in pursuance of the agreement, that the views of the Chambers of Commerce of Bengal and Bombay should, so far as possible, synchronise on this subject.

I am, therefore, to request you to inform me as to when the agents at your side expect to receive instructions from their principals.

No. 3972 of the 11th December 1922.

From Bengal Chamber of Commerce, Calcutta, to Chamber.

In reply to your No. 2138-86, dated 22nd November 1922, I am directed to say that the Committee have made a reference to the Liners Conference from which body they have received a letter, dated 6th December, in the following terms :—

> I am directed to acknowledge the receipt of your letter No. 3819, dated the 1st December. With regard to the enquiry received by you from the Bombay Chamber of Commerce I am directed to explain

that the question has been discussed at home, and that the majority of the Lines in the Conference are opposed to any alteration, and would prefer to continue the existing system. While this is so, it would appear that some alteration will likely be made. The Committee have, however, informed the Home Conference that on completion of Mr. Gilchrist's enquiry, and the receipt of information as to the result of it, the matter will be referred again to owners before any approval is expressed.

2. I am to explain further that a meeting took place some little time ago between Mr. Gilchrist and the representatives of the Conference appointed to discuss matters with him, and that a copy of his report to Government is now being awaited. The Committee are asking him if his report has yet been submitted.

No. 2431/86 of the 30th December 1922.

From Chamber to the Government of Bombay, Marine Department.

I am directed to refer to your letter, No. 163-M., dated the 8th November 1922, and previous correspondence, on the subject of the Report of the Seamen's Recruitment Committee.

2. In the above connection I am to state that my Committee endorse the opinions expressed by the Chamber in May 1921 when, in reply to your letter No. 436, dated the 5th March 1921, requesting its views on the draft convention for establishing facilities for finding employment for seamen adopted at the second session of the General Conference of the International Labour Organisation, it observed that the establishment of a better system than the one at present in existence in Bombay would present very considerable difficulties, and that the institution of a Government Labour Bureau would merely entail expense to

the men whilst awaiting problematical employment, and would lead to further congestion in the cities where the Bureau were located.

3. At the same time my Committee realise that it is imperative to secure uniformity in the procedure at all Indian ports where seamen are engaged and whilst adhering to the views above indicated, namely, that no change in the system in force in Bombay is called for, they are prepared to express their agreement with certain recommendations of the Seamen's Recruitment Committee to the extent indicated below in the event of it eventually being decided to adopt the Committee's proposals either in part or in their entirety:—

(*a*) They concur in the suggestion that the broker system should be abolished.

(*b*) They consider that a Central Bureau should be established in each port.

(*c*) They support the proposal that the employment of crews should be on the roster system and that separate rosters should be maintained for each shipping company if it so desires.

(*d*) They concur in the suggestion that advances to the men should be paid, and risk through desertion should be undertaken, by licensed shroffs.

(*e*) They are strongly in favour of the institution of Homes for Indian Seamen in the principal ports.

(*f*) They are emphatically opposed to the formation of Advisory Committees either now or in the future.

(*g*) They wish to place on record their opinion that in no circumstances should any revision of the existing system in Bombay be of such a nature as to involve the shipping companies concerned in any additional expense.

3. Finally in submitting the foregoing observations, I am desired by my Committee to state that they are still

in consultation with certain shipping companies whose interests are not confined solely to this port and that the companies in question are still in correspondence with their principals on the subject. My Committee accordingly desire that it shall be clearly understood that they may conceivably be constrained to modify their present views, as indicated in this letter, after they shall have considered the question again in the light of their further deliberations.

No. 2/86 of the 2nd January 1923.

From Chamber to the Government of India, Department of Commerce, Delhi.

Report of the Seamen's Recruitment Committee.

I have the honour to enclose herewith for your information two copies of a letter, No. 2431/86, dated the 30th December 1922, that my Committee has addressed to the Government of Bombay on the above subject.

No. 3-86 of the 2nd January 1923.

From Chamber to Bengal Chamber, Calcutta.

Report of the Seamen's Recruitment Committee.

In continuation of previous correspondence on the above subject I am directed to forward to you for the information of your Committee the enclosed copy of a letter, No. 2431-86, dated the 30th December 1922, that my Committee has addressed to the Government of Bombay on this subject.

No. 96 of the 6th January 1923.

From the Government of India, Department of Commerce, Delhi, to Chamber.

Subject.—Report of the Seamen's Recruitment Committee.

I am directed to acknowledge the receipt of your letter No. 2-86 of 1922, dated the 2nd January 1923, and enclosures.

No. 55 of the 13th January 1923.

From Bengal Chamber, Calcutta, to Chamber.

Recruitment of Indian Seamen.

I am directed to acknowledge, with thanks, the receipt of your letter, dated 2nd January 1923, with which you forward a copy of a letter addressed by your Chamber to the Government of Bombay, on this subject.

APPENDIX Q-1.

REMARKS IN BILLS OF LADING FOR GOODS TRANSHIPPED AT BOMBAY.

Dated 20th April 1922.

From the Incorporated Chamber of Commerce of Liverpool to Chamber.

Alterations to Bills of Lading for Shipments from Bombay.

I am desired by the Chairman of the Council of this Chamber to enclose for your information copy of a letter and enclosures received from members.

The Chairman considers that it would serve no useful purpose to take the matter up with the firm concerned at this end, as they would probably refer the matter to their Indian Office.

The complaint put forward is a real grievance with the merchants in this country, and it is hoped that your Chamber may be able to make such representations to the firm concerned in your City which will remedy the grievance complained of.

Dated 13th April 1922.

From Messrs. McCaig & Lyell, Liverpool, to the Liverpool Chamber.

We enclose copy of letter to Anchor Line, *re* Salted Sausage Casings, Bombay to Liverpool.

We shall feel obliged if you will kindly take up this matter for us, and post us any information (for or against) that you already have in any similar case of this kind.

On receiving Captain's copy of B-L at Liverpool we found the following clauses added by your Agents in Bombay which were not on original B-L.

"Casks old, marks—or nil, and you inserted this on our delivery order when presented to you."

We advised our shipper and he replies.

"The S.S. Co. have a big pull over us in the matter. It has been the practice for some years of the owners of the original steamers, by which the casks go forward from here to get. . . . . .

Shippers of all classes of cargo intended for transhipment to on carrying steamers to sign an indemnity, all shippers undertake in advance to hold themselves bound by any qualifying remarks which on carrying Steamer's Agents may pass for the cargo whilst taking it on board at the Port of Transhipment. Many large and influential shippers have objected to the practice and tried to obtain a modification of it, but the Steamer's Agents, I understand decline to alter it, and offer the alternative of shipping by other Lines, I see no way of fighting this pernicious practice. In common with other shippers my shipping Agents are obliged to execute these guarantees to the Agents of the original steamer, and they in their turn get me to sign guarantees to themselves in corresponding terms."

We may say when we received this shipment in our warehouse, the casks were good and sound, and in perfect order, a 2 inch stencil had been used for marks and numbers, and these were quite clear and distinct.

Where goods arrive in Bombay in first rate order and condition, clearly marked both ends, it is in our opinion a very unjust and arbitrary proceeding on the part of your Agents to branch the B-L, with an incorrect statement, that the casks are old and badly marked, many of our casks empty are here, and shew our statement to be correct.

Of course a case of goods badly packed or marked the idea is fair enough, but where goods are in sound order it does not seem to us a business proposition to mark the B-L.

We shall feel obliged if you will kindly take up this matter for us with your Bombay Agents, to help us in future shipments.

In consideration of your signing our through Bills of Lading for our cargo shipped per S.-S. " ..... " Voy..... for.....*via* Bombay we hold you indemnified, and ourselves our heirs and assigns responsible for all consequences direct or indirect that may arise in respect of any qualified remarks regarding the condition of the Bales-Casks and Marks and Port Marks which may be passed in Mate's receipt granted by the on-carrier which do not correspond with those in the original Bills of Lading.

No. 891-160 of the 8th June 1922.

From Chamber, to the Incorporated Chamber of Commerce of Liverpool.

I am directed to acknowledge receipt of your letter, dated the 20th April 1922, and its accompaniment, on the subject of alterations to Bills of Lading for shipments from Bombay.

2. In reply I am to state that my Committee have taken the matter under reference up with the Agents in this City of the Steamship Company concerned. As a result of their enquiries they understand that in the case of goods transhipped from Bombay it very often happens that the packages are defective or damaged by the time they are handed over to the on-carrying steamer in which case the latter naturally insists upon the insertion of remarks in the Bill of Lading to that effect, as in the instance in question, merely in order to safeguard its own position.

3. The Agents of the Company to which you refer in your letter, however, admit that sometimes it may happen that an entire consignment is penalized owing to defects in the packing of a small portion of the consignment and they have promised to watch the matter in that respect very closely in future. At the same time I am to observe in this connection that the use of a 2" stencil does not necessarily constitute clear marking of a cask and that the use of a stencil twice that size is to be recommended.

Dated 4th July 1922.

From the Incorporated Chamber of Commerce of Liverpool to Chamber.

I am in receipt of your letter of the 8th June on the subject of alterations to Bills of Lading for shipments from Bombay, and have to thank you for the trouble that your Chamber has taken in this matter.

I am communicating the contents of your letter to the firm who raised this question and will furnish you with any observations which they may wish to offer.

APPENDIX Q-2.

BILLS OF LADING.

THE HAGUE RULES, 1921.

Dated 24th August 1922.

From the Manchester Association of Importers and Exporters to Chamber.

This Association has been watching the movement in connection with the improved terms in Bills of Lading as contained in the Hague Rules, 1921. A number of trades in this country have so far adopted them and mostly all the Conferences have them under consideration.

The Council desire me to enquire if the Hague Rules, 1921, have been introduced in the trade of your port, and how far they are acceptable to and meet the requirements of the shipping interests generally.

No. 1799/39 of the 6th October 1922.

From Chamber to the Manchester Association of Importers and Exporters.

I am directed to acknowledge receipt of your letter, dated the 24th August 1922, enquiring whether the Hague Rules,

1921, have yet been introduced in the trade of this port and, if so, as to how far they are acceptable to, and meet the requirements of the shipping interests concerned.

2. In reply I am to state that my Committee's experience in the above connection leads them to believe that very few shipments, either outward or homeward, are being made at present under the rules in question.

3. With regard to the second part of your enquiry I am to refer you to the discussion on the subject which took place at the Annual General Meeting of the Associated Chambers of Commerce of India and Ceylon held in Calcutta on the 30th and 31st January, 1922 and culminated in the adoption of the following resolution :—

> "That this Association accepts the Hague Rules, 1921, proposed by the thirtieth Conference of the International Law Association as an equitable settlement of most of the difficulties between shipowners and shippers, but that it protests against and urges the deletion of those clauses that provide for the legalisation of 'Received for shipment' Bills of Lading."

A copy of the proceedings at the meeting in question is forwarded for the information of your Council.

APPENDIX R.

REORGANISATION OF THE SURVEY DEPARTMENT, PORT OFFICE.

No. 210 M. of the 16th June 1922.

From the Government of Bombay, Marine Department, to Chamber.

With reference to the correspondence ending with your letter, No. 1427/106, dated the 20th July 1921, I am directed by the Governor in Council to say that there are at present three Surveyors at work and that the question of increasing

the survey fees and strengthening the staff of surveyors is still under the consideration of the Government of India.

No. 210 M. of the 8th August 1922.

From the Government of Bombay, Marine Department, to Chamber.

With reference to the correspondence ending with Mr. Ziman's letter, No. 210 M., dated the 16th June 1922, I am directed by the Governor in Council to state that the Government of India have since intimated that they are unwilling to sanction any increase in the staff of the Marine Survey Department unless the fees for the survey of vessels are so revised as to cover the extra cost of the establishment and leave a margin of 5 per cent. to meet unforeseen fluctuations in receipts and small items of supplementary expenditure. I am to enclose two statements, A and B, from which it will be seen that the revised scales mentioned in paragraph 3 of Mr. Ziman's letter, No. 325, dated the 14th February 1921, will suffice to meet the cost of entertainment of four Surveyors and the necessary menial and clerical establishment and leave a margin of 9½ per cent. while in order to entertain five Surveyors and leave a sufficient margin for unforeseen items of expenditure, etc., the fees will have to be increased as shown in the note to statement B. I am, accordingly, to request that you will be good enough to place these facts before your Chamber and to furnish Government with their views as to whether, in these circumstances, it is desirable that the survey of vessels in the Port of Bombay should be carried on by four Surveyors, the fees being revised as shown in paragraph 3 of Mr. Ziman's letter last referred to, subject to the modifications that no overtime fees are to be introduced and that the Sunday and Holiday fees are to be fixed at Rs. 100 per visit instead of at Rs. 60 per hour, or whether it should be carried on by five surveyors as originally contemplated, the fees being then revised as in the note to statement B.

2. As the question has been pending for a considerable amount of time already, I am to request that the views of your Chamber may be communicated to Government with the least possible delay.

STATEMENT A.

The cost of the present Staff of Surveyors is:

	Grade Pay. Rs.		Staff Pay. Rs.		Monthly. Rs.
1st Surveyor	650	+	700	=	1,350
2nd Surveyor	625	+	500	=	1,125
3rd Surveyor	450	+	450	=	900
					3,375
Motor Car allowance Rs. 250 × 3					750
					4,125
					12
					Annually.
				(*a*)	49,500

Annually.

If a 4th Surveyor is sanctioned, the cost will be:—

	Rs.
Rs. 450 + Rs. 450 × 12	10,800
Motor Car allowance Rs. 250 × 12	3,000
(*b*)	63,300

Annually.

If a 5th Surveyor is sanctioned, the cost will be:

	Rs.
Rs. 450 + Rs. 450 × 12	10,800
Motor Car allowance Rs. 250 × 12	3,000
(*c*)	77,100

Cost of Establishment.

	Annually. Rs.
Clerical—Average monthly Rs. 546⅔ × 12	6,560
Menial—Monthly Rs. 124 × 12	1,488
	8,048
Contingencies ..	1,500
Surveyors Sunday & Holiday fees	1,500
(*d*)	11,048
Total expenditure for 4 Surveyors (*b*) + (*d*)	74,348
Total expenditure for 5 Surveyors (*c*) + (*d*)	88,148

Note:—(1) The above figures are exclusive of House rent allowance which may not be drawn by all the Surveyors.

(2) Grade pay depends upon the seniority of officer holding the appointment. The above figures will therefore vary.

STATEMENT B.

The average annual income from Survey fees is Rs. 48,000. The following increase in the fees will be necessary in order to cover the cost of the scheme for (1) 4 Surveyors and (2) for 5 Surveyors.

	Under existing scales.	(1) Under proposed scales (*Vide* P. O.'s No. 471-S., dated 25-4-1921).	(2) Fees to be raised as shown in Note below.
	Rs.	Rs.	Rs.
Fees for Survey, Load Line and Docking certificates and Miscellaneous various fees ..	40,950	61,425	73,710(*a*)
Native Passenger Ships Act Certificates	3,200	6,400	8,000(*b*)
Pilgrim Ships Act Certificates..	850	1,700	21,125(*b*)
Cargo Boat Certificates ..	3,000	11,400	11,400(*c*)
	48,000	80,925	95,235
Add—Engineers' & Engine-drivers' examination fees not drawn by Surveyors ..	..	1,500	1,500
		82,425	96,735

Note :—(*a*) Increase by 80 per cent., *i.e.*, the minimum survey fee of Rs. 40 raised to Rs. 72.

(*b*) Increase by 150 per cent., *i.e.*, the present fee Rs. 32, raised to Rs. 80.

(*c*) No further increase is possible.

No. 1531/99 of the 30th August 1922.

From Chamber, to the Government of Bombay, Marine Department.

I am directed to acknowledge receipt of your letter, No. 210 M, dated the 8th August 1922, and its accompaniments, with further reference to the question of the reorganization of the Marine Survey Department.

2. My Committee observe that the Government of India have now intimated their unwillingness to sanction any increase in the staff of the Department unless the fees for the survey of vessels are so revised as to cover the extra cost of the establishment and leave a margin of 5 per cent. to meet unforeseen fluctuations in receipts and small items of supplementary expenditure.

3. My Committee further note that the revised scales mentioned in paragraph 3 of Mr. Ziman's letter, No. 325, dated the 14th February 1921, to which they have already agreed, subject to certain important modifications, will more than satisfy the Government of India's requirements in respect of four surveyors but they will not meet the cost of entertainment of five surveyors and the necessary staff and at the same time leave the margin of 5 per cent. for unforeseen items of expenditure, etc.

4. The specific question on which my Committee's opinion is now invited is whether, in the circumstances, they are agreeable that the work should be carried on by four surveyors, the fees being revised accordingly to an extent to which they have already agreed, subject to the modifications that no overtime fees are to be introduced and Sunday and holiday fees are to be fixed at Rs. 100 per visit instead of Rs. 60 per hour, or whether they would prefer that it should be carried on by five surveyors as orginally contemplated, the fees then being revised as in a note submitted with your letter.

5. In reply I am to state that my Committee are advised that the conditions prevailing at present are somewhat less exacting than on the occasion of their last reference and they therefore consider that the minimum number of four permanent surveyors suggested in their previous letter will be sufficient to meet the present requirements of the port though its further development may necessitate reconsideration of the situation at a later date.

6. With regard to the financial arrangements proposed in the above connection my Committee have already accepted the principle that an increase in the number of surveyors

must necessitate an increase in the fees payable for their services. My Committee, therefore, repeat that they are prepared to agree to an increase of 50 per cent. in the ordinary survey fees and to an increase, also, in the fees for the survey of cargo boats. They are glad to observe that the proposals both to introduce overtime fees and to revert to the system regarding Sunday and holiday fees in existence prior to 1904 have been abandoned. In the latter connection, however, they consider that the rate now proposed, namely Rs. 100 per visit, is unduly high and they would suggest that it be reduced to the figure mentioned in their previous letter, namely, Rs. 60 per visit.

7. In conclusion my Committee note that provision is made in each instance for a motor car allowance to each surveyor and they are again of opinion that three motor cars ought to provide adequate means of transport for four surveyors. A saving under that heading might accordingly be effected although it appears from the statements submitted that such saving would merely increase the margin against unforeseen contingencies, etc.

APPENDIX **S-1.**

PORT DUES ON VESSELS CHARTERED BY GOVERNMENT.

No. 456 A. C. of the 5th May 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The Indian Ports Act, 1908 : *Exemption of Government vessels from port dues.*

Adverting to my letter No. 802 A.C., dated 17th August 1920, covering a copy of the representation which was made by this Association to the Government of India on this

subject, I send you herewith a copy of the reply which has now been received from Government, together with a copy of its enclosure, for information and for any remarks that you may wish to make on the proposals contained therein.

No. 2139 of the 25th April 1922.

From the Government of India, Department of Commerce, Simla, to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

In continuation of the letter from the Marine Department of the Government of India, No. 11890, dated the 10th September 1920, I am directed to forward herewith a copy of a communication which has been addressed to the Maritime Local Governments on the subject of the exemption of Government vessels from port charges. The letter will indicate the steps which the Government of India are taking in the matter.

No. 2137 of the 25th April 1922.

From the Government of India, Department of Commerce, Simla, to the Governments of Bengal, Bombay and Burma.

Levy of port dues on vessels belonging to or chartered by Government.

I am directed to refer to the correspondence ending with your letter No. $\frac{175\text{-T-Mne.}}{1375}$ / $\frac{168\text{-IP-}49}{}$ dated the $\frac{5\text{th May } 1920}{3\text{rd August } 1920}$ / $\frac{}{4\text{th August } 1920}$ forwarding representation in which the local Port Trust and Chamber of Commerce in $\frac{\text{Bengal}}{\text{Bombay}}$ / $\frac{}{\text{Burma}}$ ask for a reconsideration of the decision of the Government of India on the question of the levy of port dues on Government vessels and the suggested amendment of Section 2 (1) of the Indian Ports Act, 1908.

2. In reply, I am to point out that the legal issue is one of considerable complexity. The various Port Trusts are governed not only by the Indian Ports Act but also by local Port Trust Acts, and the immunities conferred on Government vessels in respect of these Acts differ in character. Section 2 (1) of the Indian Ports Act conveys a general

exemption from the scope of that Act, but in practice it appears that this has been limited to exemption from general port dues levied under Section 33 of the Act, and that where fees are charged by Port Trusts for specific services under Section 35, Government have hitherto not claimed exemption. Fees for such services are, however, more commonly levied under the local Port Trust Acts than under Section 35 of the Indian Ports Act. In fact, so far as the information of the Government of India goes, pilotage is the only service charged for under the powers conveyed by Section 35 of the Indian Ports Act and even here, the practice is not universal, as pilotage fees are at some ports levied in accordance with the provisions of the Local Act.

3. So far as the Indian Ports Act is concerned, therefore, there would appear to be little difficulty. The Government of India are prepared to limit the definition of Government ships in Section 2 (1) of that Act to the following categories:—

(*i*) All vessels of war, that is to say, ordinarily all vessels flying the white ensign, but including in times of war, mine-sweepers and patrol vessels;

(*ii*) vessels of the Royal Indian Marine; and

(*iii*) vessels employed solely in the transport of troops and their families, military animals, military equipment, munitions of war, and naval and military stores, including Royal Fleet auxiliaries (Royal Field Ambulance) which are on the list of the Royal Navy and fly the blue ensign, and all Hospital ships and Ambulance transports.

This will mean that only Government vessels of the above categories will be exempt from port dues levied under Section 33 of the Indian Ports Act. Such port dues appear to form a comparatively minor element in the total revenues of the various Port Trusts and though they are credited technically to a Port Fund, they really form part of the general revenues of the Port Trusts, as any surplus from the fund is credited to the general revenues of the Port Trust while deficiencies have to be made good from the Port Trust budget.

4. There remains for consideration the liability of Government vessels to fees levied under the Port Trust Acts and the similar classes of fees levied under Section 35 of the Indian Ports Act. In respect of such fees Government shipping enjoys no general immunity on the lines of Section 2 (*i*) of the Indian Ports Act, but a concession of a more restricted and complicated nature is conferred by Section 4 of the Army Tolls Act (No. II of 1901). Briefly, that section exempts certain classes of Government shipping and property from "tolls" as defined in the Act, but prescribes that "the local authority concerned shall, in addition to its duties in the embarking and disembarking of the same, perform and supply all such reasonable services and accommodation as may, from time to time, be required by the Government

and shall receive payment for all such services and accommodation on such terms and for such periods as may, from time to time, be determined by the Government in consultation with such local authority."

5. It was thus clearly the intention of the framers of the Act to draw a general distinction between the general use of harbour facilities on the one hand, for which the public are charged tolls and from which it was intended to exempt Government shipping and property of the prescribed categories, and, on the other hand, the rendering of specific services by public bodies such as Port Trust for which it was admitted that Government claimed no exemption, but payments for which might be compounded by agreement. The difficulty, therefore, lies in distinguishing "general facilities" from "specific services." The question was recently examined by a Committee appointed by the Government of India in the Marine Department, in respect of the ports of Bombay and Karachi. They advised, for example, that dock dues in Bombay berth fees in Karachi and wharfage in the cases of horses, baggage, effects and carriages should come under the category of charges for general facilities while night, holiday and Sunday work, cranage, transhipment, dry docking and such sundry work as the supply of water, or the removal of rubbish, were to be considered as specific services for which payment should be made.

6. The Government of India, after giving the whole question their careful consideration, have come to the conclusion that the simplest and fairest solution both to Government and to the Port Trusts would be to extend this general principle to cover all dues, fees and tolls, whether levied under the Indian Ports Act or under the various Port Trust Acts, and to lay down definitely that Government shipping should only be exempt from those charges which were levied for the general use of port and harbour facilities and should pay in full for specific services rendered, subject (*i*) to mutual agreement as to terms, as provided for in Section 4 (2) of the Indian Tolls (Army) Act and (*ii*) to the definition of "Government ships" in paragraph 3 above.

7. I am to request that, if His Excellency the Governor in Council sees no objection, the Port Trusts concerned may be asked whether they accept the general principles stated above and that their views may be communicated to the Government of India in this Department. If the replies of Port Trust are generally favourable, it will then be necessary to settle in detail under which of the two categories of "general facilities" or "specific services" each particular charge will fall. The Government of India in the Marine Department will authorise a representative of the Director, Royal Indian Marine, to enter into detailed agreements with each Port Trust on the above lines. No amendment to the Indian Ports Act or the Indian Army Tolls Act would thus appear to be immediately necessary though if and when the former of these Acts is recast, the opportunity may be taken to give statutory effect to the principles now laid down.

No. 1626–156 of the 11th September 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 456-A. C., dated the 5th May 1922, and its accompaniments, on the subject of the exemption of Government vessels from port charges.

2. Before proceeding to discuss in detail the steps which the Government of India now propose to take in the matter, I am to explain that the delay in answering your letter has been occasioned through my Committee's desire that, as the subject has been considered throughout in conjunction with the Bombay Port Trust, they should be in possession of that body's views on the further proposals of the Government of India before arriving at a final decision thereon.

3. The general principles by which the Government of India propose to be guided in arriving at a final decision on the vexed question of the levy of port dues on vessels belonging to or chartered by Government, and, in particular, the suggested amendment of Section 2 (1) of the Indian Ports Act, 1908, are outlined in the Hon'ble Mr. Lindsay's letter, No. 2137, dated the 25th April 1922, to the Maritime Local Governments, copy of which accompanied your letter under reply. As on the many previous occasions on which the matter has been under discussion the two main points at issue are :—

(1) As Government vessels are exempt from port dues under Section 2(1) of the Indian Ports Act, to what categories can the definition of such vessels be more suitably and equitably limited; and

(2) What is the liability of Government to pay fees levied under the Port Trust Acts, for services rendered on account of vessels belonging to, or chartered by, them.

4. With regard to the first point the Chambers have for several years past urged that the section in question should

be so amended as to permit of the levy of port dues on all vessels belonging to, or chartered by, Government so long as they were not actually engaged in the conveyance of animals, equipment, munitions and military stores. Hitherto Government have not been disposed to accept this view but in their letter under reference they agree to limit the definition of ships entitled to exemption under Section 2 (1) of the Indian Ports Act to all vessels of war, vessels of the Royal Indian Marine, vessels employed solely in the transport of troops and their families, military animals and equipment, munitions of war, naval and military stores, and all hospital ships and ambulance transports. So far, my Committee consider the Government of India's proposals are reasonable and they are prepared to accept this definition as a satisfactory solution of the first point.

5. There remains the question of the liability of Government vessels to other fees, especially those levied under Section 35 of the Act. This question was considered at some length by the Committee appointed by Government in 1920, with whose conclusions the Bombay Port Trust and my Chamber were able to agree. The Government of India, in their letter under reference, while purporting to be guided by the advice of that Committee, do not appear, however, to accept their recommendations but recommend a procedure which, in the opinion of this Chamber, would be both complicated and unsatisfactory.

6. The proposals of the Committee are, briefly, that all ships in Government service, or belonging to Government (except men-of-war) embarking or disembarking troops should pay all dues, rates and charges, excepting the port dues in the case of Government vessels exempted under Section 2(1). Horses, baggage and other effects and carriages of troops should also not be charged wharfage if within the scheduled equipment of the unit. In return for this liability to pay all ordinary dues the Committee consider that the capitation which had previously been paid at Bombay at the rate of Rs. 2 for each man landed or embarked should be abolished. As already stated the Trustees accepted the Committee's proposals in which were subsequently included an understanding that Government would allow the Trustees

to charge for the temporary occupation of transit sheds used for trooping purposes.

7. Instead, however, of accepting these proposals, which were apparently simple and satisfactory and in accordance with the principle laid down by the Committee that all charges normally due from the public to the Port Trust should be regarded as equally due from Government, the Government of India now contend that it would be simplest and fairest to divide the charges in question into those levied for general port facilities and those levied for specific services; that Government should be exempt from the former and should pay for the latter at rates to be decided by mutual agreement between each Port Trust and a representative of Government.

8. The objections to the Government of India's counter-proposal are many and obvious. In the first place it departs from the simple principle laid down by the Committee that Government should pay the same rates as private ships with the exception of the special exemption from port dues. Secondly, it necessitates the division of the charges into the two different categories of itself a matter of very considerable difficulty and the prospects of agreement between the parties concerned are very remote. Thirdly, it lays down no principle on which the payment for specific services should be made. The representative of the Government of India would naturally, and rightly from his point of view, maintain, however, that the specified services should be paid for at the same rate as private ships pay for exactly the same work. The Port Trust, on the other hand, would equally naturally claim that the charges should be such as would cover the total expense to the Trust of the ship's working in the docks, if not also the loss to which the Trust was exposed by the shutting out of cargo. Furthermore, my Committee consider that the idea of separate agreements in the case of each Port Trust is open to very serious objections, not the least of which would be the constant discussions as to whether one Port Trust was better treated in the matter of rates than an other to which it would inevitably give rise.

9. After careful consideration, and more especially for the reasons given in the foregoing paragraph, my Committee

consider that the proposals outlined in the Hon'ble Mr. Lindsay's letter, while meeting their views so far as the definition of Government vessels under Section 2 (1) is concerned, are extremely unsatisfactory in all other respects.

They are accordingly of opinion that the Government of India should be advised to that effect and their attention again invited to the recommendations of the abovementioned Committee, which appear to provide the most satisfactory and, at the same time, equitable solution of the difficulty.

No. 724 A. C. of the 5th September 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The Indian Ports Act, 1908: Exemption of Government vessels from port dues.

Adverting to my letter No. 456-A.C., dated 5th May, I now send herewith, for information, a copy of the undernoted letter to the Government of India, Department of Commerce, on this subject.

No. 720 A.C. of the 5th September 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Government of India, Department of Commerce, Simla.

I have the honour to refer to your letter No. 2139, dated the 25th April 1922, forwarding copy of the letter on the same date, No. 2237, addressed by the Government of India to the maritime local Governments, on the subject of the exemption of Government vessels from port charges. The Association have noted with much interest the position as explained by Government in reply to their representations urging that the Indian Ports Act, 1908, should be so amended as to permit the levy of ports dues on vesssels belonging to, or chartered by, Government but not actually engaged in the conveyance of fire-arms, equipment, ammunitions and military stores. It appears that the matter is one of some difficulty, and that it is complicated by the fact that the various Port Trusts are governed not only by the Indian

Ports Act but also by local Port Trust Acts, while there is a further complication in view of the concession conferred by Section 4 of the Army Tolls Act, No. 11 of 1901.

2. The Association have noted the position as explained, and in particular that the Government of India have come to the conclusion that the simplest and fairest solution is to lay down definitely that Government shipping should only be exempted from those charges which are levied for the general use of port and harbour facilities, and should pay in full for specific services rendered. If the different Port Trusts accept this basis the Government of India propose to authorise a representative of the Director, Royal Indian Marine, to enter into detail agreements with them at the allocation of particular charge under the headings "general facilities" and "specific services." And no immediate amendment of the Indian Ports Act or the Indian Tolls Act is considered necessary.

3. At first sight the proposals as explained by the Government of India appear attractive enough, but closer investigation has shown that in the case of some ports at any rate the proposals, if given effect to, would be less favourable to the port authorities than the present procedure. This is particularly the case with Calcutta and Madras and the Port Commissioners in each instance have explained their position to the local Government; their views have no doubt been conveyed to the Government of India, but for ready reference copies of the relative letters are attached hereto. These indicate that further consideration will have to be given to the matter, and the Association will be glad if they may be informed in due course to what extent the Government of India propose to revise their conclusions.

No. 1132-2 D-11, dated 6th July 1922.

From the Chairman, Port Commissioners, Rangoon, to the Secretary to the Government of Burma.

Subject: Levy of Port Dues on Vessels belonging to or Chartered Government.

I have the honour to acknowledge receipt of your Commerce Department letter No. 253 R. 22, dated 17th May 1922, asking for the views of the Port Commissioners in the matter of the Government of India letter No. 2137, dated 25th April 1922.

2. In their previous representations, the Port Commissioners supporting the Trustees at Bombay, Calcutta and Karachi in similar representations, urged the amendment of Section 2 (*i*) of the Indian Ports Act to the effect that future exemptions from Port dues should be limited to vessels belonging to or in the service of Govern-

ment and actually engaged solely in the conveyance of troops, military animals, equipment, munitions (the exact import of this word being defined) and naval or military stores.

3. The Government of India is prepared to give effect to this request by limiting exemption from port dues, levied under Section 33 of the Indian Ports Act, to Government ships coming under the three categories detailed in paragraph 3 of their letter under reply. But at the same time, and under the concession conferred by Section 4 of the Indian Tolls (Army) Act (No. II of 1901), it proposes to exempt certain of these ships from other port charges, levied in respect on what are termed "general facilities."

4. In the Port of Rangoon it has been the custom, hitherto followed without question, to levy charges against Government ships defined under the 3 categories proposed, as follows:—

(1) Vessels of war.
All port charges for "general facilities" and "special services" *except* port dues, mooring fees and wharfage charges on vessels.

(2) Royal Indian Marine Vessels.
All port charges for "general facilities" and "special services" *except* port dues.

(3) Government transports.
All port charges for "general facilities" and "special services" *except* port dues.

5. The effect of the Government of India proposals would be to place this port in a worse position than it is at present, and the Port Commissioners are not prepared to accept them.

6. Fees levied under the provisions of the Rangoon Port Act are calculated to provide a sufficient revenue to meet the expenditure incurred in maintaining the port and providing those essential facilities which are necessary for the trade and shipping of the port. It is possible there were grounds for the concessions conferred by Section 4 of the Army Tolls Act (No. II of 1901) but, it is contended, these can no longer be held to apply, for the exemption from legitimate port charges of one class of shipping can only result in an additional levy against the rest of the traffic of the port. Such an exemption, therefore, as that afforded to Government under the Army Tolls Act, is a special tax on the trade of a port which should be borne by the public at large.

7. The principle, that Government shipping should pay for its enjoyment of port facilities, was conceded by the Home Government as long ago as 1916 and the Port Commissioners, whilst accepting the limitation proposed in paragraph 3 as regards the levy of port dues under Section 2 (1) of the Indian Ports Act, would respectfully urge

that all charges levied under the Rangoon Port Act, whether for "general facilities" or "special services" should be paid by Government to the same degree and in the same measure as by other users of the port.

No. 7885 of the 18th July 1922.

From the Chairman, Calcutta Port Commissioners, to the Secretary to the Government of Bengal, Marine Department.

I have the honour to refer to letter No. 2137, dated the 25th April 1922, from the Government of India, Commerce Department, to Local Governments, a copy of which was forwarded to the Commissioners under your endorsement No. 85 T/Marine of 19th May 1922.

2. In the first place the Commissioners note that it is not proposed now to amend the Indian Ports Act but that Government are prepared to limit the definition of Government ships in the manner stated in paragraph 3 of the letter. This means that only vessels of the classes therein specified will be exempt from payment of port dues. The Commissioners agree to this proposal as a temporary arrangement but they urge that when the Indian Ports Act is amended the exemption from payment of charges should be entirely abolished. They consider that as the Port is maintained and equipped out of revenue received from the users of the Port without financial assistance from Government, it is wrong in principle that Government should be given by statute preferential treatment in the matter of charges.

3. As regards other charges levied under the Indian Ports Act and the Calcutta Port Act, the Government of India propose that charges for "general facilities" should not be paid on Government vessels of the classes specified, but that charges for "specific services" should be paid at rates to be agreed upon in accordance with Section 4 (2) of the Indian Tolls (Army) Act, which relates to Government vessels employed solely in the transport of troops.

4. In other words Government agree to waive partially the total exemption from payment of all charges levied under the Indian Ports Act if the Port Trusts waive certain charges levied under their Acts. The concessions offered by Government may be summarised as follows :—

(1) Payment of all charges including port dues on Government vessels not of the classes specified.

(2) Payment for specific services rendered to vessels of the classes specified at rates to be agreed upon.

While on the other hand the Port Trusts are asked to agree to the applications of the Indian Tolls (Army) Act, which relates to vessels

employed solely in the transport of troops, not only to such vessels, but also to all other Government vessels of the classes specified.

5. In the case of the Port of Calcutta neither of the concession offered by Government is of any real value at the present time because as regards the first, practically all Government vessels which use the Port in peace time belong to one of the classes specified and as regards the second, port dues are the only charges recovered by the Commissioners under the Indian Ports Act, the other charges levied under that Act being pilotage and hospital dues, which are merely collected by the Commissioners on behalf of Government. On the other hand the Commissioners are asked to surrender their present right to recover charges levied under the Calcutta Port Act on all vessels excepting those employed solely in the transport of troops, and although the practical effect of this surrender will depend largely upon the definition of "general facilities" and "specific services" it is probable that the Commissioners will incur some loss of revenue.

6. The proposed, arrangement does not, therefore, commend itself to the Commissioners, and they submit that the present practice according to which Government pay all charges levied under the Calcutta Port Act even in the case of transports which are partially exempted by the Indian Tolls (Army) Act should be continued.

No. 811 A.C. of the 21st September, 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

The Indian Ports Act, 1908: *Exemption of Government vessels from port dues.*

In continuation of my letter No. 724, dated the 5th September, am directed to hand you, for information, a copy of the undernoted further letter addressed by the Association to the Government of India, Department of Commerce, on this subject. A copy of the accompaniment referred to in the letter is also sent to you.

No. 809 A.C. of the 21st September 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Government of India, Department of Commerce, Simla.

I have the honour to refer to my letter No. 720 A.C., dated the 5th September 1922, on the subject of the exemption of Government vessels

from port charges, and the proposals contained in your letter to the maritime local Governments, No. 2137, dated the 25th April last. It was mentioned, in paragraph 3 of my previous letter, that while at first sight these proposals appeared attractive enough, closer investigation had shown that, in the case of some ports at any rate, the proposals, if given effect, to, would be less favourable to the port authorities than the present procedure. Particular reference was made to the cases of Calcutta and Rangoon, and copies of the letters containing the views of the Port Commissioners of these two ports were forwarded.

2. At the time when my letter of 5th September was written the Association were not in possession of the views held in Bombay on this important subject, but since then they have received from the Chamber of Commerce, Bombay, a valuable letter, of which a copy is attached hereto. It will be seen that strong exception is taken to the proposals outlined in your letter of 25th April. The Association will, as stated in my letter of 5th September, be glad to hear in due course to what extent the Government of India propose to revise their conclusions, in view of the strong opposition which these have occasioned.

APPENDIX S-2.

INCREASE IN BOMBAY PORT TRUST WHARFAGE RATES.

No. 635-138 of the 24th April 1922.

From the Chamber to the Bombay Port Trust.

I am directed to refer to my letter No. 2298/289, dated the 23rd December 1921, and to your reply, No. P/8, dated the 4th January 1922, with regard to the amendments in the Dock Scale of Rates introduced with effect from the 1st January 1922.

2. In the above connection I am again to emphasize the fact that my Committee do not desire in any way to comment upon the extent to which the Trustees have found it expedient to increase the charges in question. Further representations, however, have since been addressed to my Committee upon the subject and as a result of the enquiry which they have caused

to be made, they are unanimously of opinion that the shortness of the notice provided in the case under reference has proved to be a matter of such grave inconvenience to trade in general that they have no alternative but to address you again upon the subject.

3. Accordingly I am to request that the following points may be brought specially to the notice of the Trustees, and that the Board, containing as it does a large percentage of business men, may be advised of my Committee's most earnest desire that the arguments adduced in the following paragraphs shall receive their closest and most sympathetic consideration at a very early date.

4. In the first instance I am to observe that sales of produce to Europe, for reasons which must be obvious to the Trustees, are now almost invariably made for delivery three or four months ahead. Indisputable evidence has been submitted to my Committee in this connection from which it is abundantly clear that exceedingly heavy losses were incurred by many exporters in Bombay owing to the inadequate notice afforded on the occasion of the last enhancement of the rates, and I am to state that my Committee consider that the matter is one of such urgency and importance as to call for a definite pledge from the Board that on all future occasions a minimum notice of two months shall be given to the commercial community before any further enhancement of the existing rates or wharfage charges is effected.

5. I am further to invite your attention in this connection to the fact that it is the policy of the Indian railway administrations, as exemplified in Regulation 31 (*h*) of the Rules and Regulations of the Indian Railway Conference Association, to effect no enhancement of rates payable by the public until after one month's previous notice has been given and to add that in recent times it has been their practice to give two months' notice of such increases. My Committee realize that, in accordance with the provisions of Section 438 of the Bombay Port Trust Act, 1879, as amended by Bom. I of 1899, the scale of charges, including amendments thereto, framed by the Board must be submitted to Government in the first instance for sanction and that such procedure necessarily

entails delay but they submit that that is a question which should be represented urgently to Government by the Board and I am to say that a copy of this letter has been forwarded to the Department concerned for their information.

No. 636-138 of the 24th April 1922.

From Chamber to the Government of Bombay, Marine Department.

I have the honour to forward herewith, for your information, a copy of a letter that my Committee have addressed to the Bombay Port Trust in connection with the question of the recent amendment of the Scale of Rates charged at the Docks.

No. P-1526 of the 8th April 1922.

From the Bombay Port Trust to Chamber.

I am directed to acknowledge receipt of your letter No. 635-138, dated 24th April 1922, which is being laid before the Trustees. A further communication will follow in due curse.

No. P-1711 of the 12th May 1922.

From the Bombay Port Trust to Chamber.

In continuation of my letter No. P-1526, dated 28th April 1922, I am directed to inform you that your letter No. 635/138, dated the 24th April 1922, was considered by the Trustees at their meeting held on the 2nd instant, and I am to say that while the Board greatly regret any loss or inconvenience caused in this case by the shortness of the notice given (a shortness due largely to the Board's unwillingness to increase rates till it was proved absolutely necessary to do so), they are unable to give a pledge which would be inconsistent with the provisions of the Act under which the administration of the Port is carried on; more especially as the period of

notice for which a pledge is asked would be, according to the Chamber's letter, insufficient to cover all forward contracts for sale and delivery of produce.

I am to say that the Board will, however, be happy to undertake to give as long a notice of any change in the rates as is possible, and in order to prevent the period of notice being unduly shortened by any delay on the part of Government in sanctioning the change proposed, the Board will be glad, when forwarding their proposals to Government, to furnish the Chamber with a copy of them so that merchants may have the longest possible warning of the proposals.

A similar procedure will be followed in the case of reduction of rates.

It is hoped that these arrangements will render any complaint of shortness of notice, such as occurred in the instance under discussion, unnecessary in the future.

APPENDIX S-3.

SORTING OF CONSIGNMENTS OF METALS AT THE DOCKS.

No. G. M-2-1874 of the 28th March 1922.

From Messrs. Latham Abercrombie & Co., Bombay, to Chamber.

General Landing date for Import Cargo.

We invite your attention to correspondence under the above heading which is published in Appendix T-1 of the Report of the Chamber for 1920. We state without fear of contradiction that the present system of clearing Import cargoes at the Bombay docks is most unsatisfactory, and we have been receiving repeated complaints from our dealers. Iron and Steel in particular are frequently landed

in such a mixed condition that it is impossible to clear the goods without incurring late fees, and with the recent increase in the Port Trust charges these have become an exceedingly heavy item.

This question has become so acute that Metal Dealers have combined to refuse to buy except on "Ex Bunder" terms in order to throw on to Importers the onus of a condition of affairs which dealers find insupportable.

We cite the following recent case to prove our assertion :—

S.S. "*Nevasa.*" General Landing date March 18th.
Goods landed March 22nd.
Last day (includes one holiday) March 24th.

The metal in this shipment was landed in a mixed condition and until yesterday, the 27th instant, 35 Bundles of Galvanized Corrugated Sheets were missing. Under the present rules we shall be charged with late fees on this lot.

As we incur considerable expense in having our goods properly marked we see no reason why our goods should be mixed with other consignments on landing. The landing is done by the Port Trust, and it is unfair that we should be so heavily penalised for conditions which, in our opinion, should never arise.

We would suggest therefore that proper steps be taken to sort consignments of metals on landing, and also that days of grace be given to consignees whose goods, through no fault of their own, are landed in a mixed condition, or which through congestion in the sheds are not traceable.

No. 583/130 of the 12th April 1922.

From Chamber to the Bombay Port Trust.

I am directed to address you upon a subject in regard to which my Committee have received frequent representations recently from members of the Chamber, namely, the method at present in force of landing consignments of metals.

2. In the above connection I am to state that my Committee are advised that such consignments are almost invariably landed in such a mixed condition that it is impossible for importers to clear their goods without incurring late fees the incidence of which, as a result of the recent increase in your charges in that connection has now become unduly burdensome.

3. My Committee are aware that it is the practice of the Port Trust to refund the amount of such charges in cases in which it can be clearly shown that the delay was due to faulty landing but in as much as the majority of importing houses incur considerable expense in order to ensure that their goods are properly marked my Committee consider that it is manifestly unfair to penalise such importers on account of circumstances over which they have no control. The question whether the impost is eventually refunded or not does not appear in any way to affect the general question of principle involved.

4. Accordingly I am to press that the question of the desirability of introducing in the Docks a more effective system of sorting consignments upon landing, and consignments of metals in particular, may be considered by the Board at the earliest possible date.

No. B-1059 of the 20th April 1922.

From the Bombay Port Trust to Chamber.

I am directed to acknowledge receipt of your letter No. 583-130, dated 12th April 1922, on the subject of the method of sorting of consignments of metals in the Docks and to say that the matter is receiving attention.

No. B-1449 of the 22nd May 1922.

From the Bombay Port Trust to Chamber.

With further reference to your letter No. 583-130, dated 12th April 1922, I am directed to say that the Trustees'

Docks Manager reports that except in a few isolated instances no complaints of any importance have been received by him from Importers of Iron Consignments regarding mixture of consignments; on the contrary his experience is that metal consignments are now being imported particularly well marked and they are stacked accordingly on discharge.

He agrees, however, that consignments of Corrugated Iron Sheets present considerable difficulty in sorting and stacking to Bill of Lading marks, as although clearly marked, the range of marks and countermarks is very numerous, with frequently only the difference of a single letter of insignificant size to distinguish one consignment from another; the accompanying statements* showing the wide range of marks of the consignments discharged by the S.S. "Nevasa" on 12th March 1922 and S.S. "*Elysia*" illustrate this point.

I am to request that these difficulties may be brought to the notice of consignees with a recommendation that they will arrange with their shippers at Home to increase the size of individual marking and reduce the range of marks as much as possible.

No. 886-130 of the 9th June 1922.

Circular to all Members of the Bombay Chamber of Commerce.

The attached copies of correspondence which has passed recently between the Chamber and the Bombay Port Trust with regard to the method of sorting consignments of metals in the Docks, are circulated for the information of members.

The statements mentioned in the Port Trust's letter consisted of several sheets of marks and numbers in respect of imports ex. S.S. "Nevasa" and S.S. "Elysia" exemplifying the similarity between the range of marks and countermarks, many instances being noted in which the difference between two lots consisted of a single small letter only.

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* Not printed.

No. 905-130 of the 10th June 1922.

From Chamber to Messrs. Latham Abercrombie & Co., Bombay.

With further reference to your letter No. G.M. 2-1874, dated the 28th March 1922, I am directed to forward herewith, for your information, a copy of this office circular letter No. 886130, dated the 9th instant, from which you will observe the nature of the action which my Committee have taken in the matter under reference.

APPENDIX S-4.

LANDING OF CARGO BY NIGHT IN THE BOMBAY DOCKS.

No. B-M. 4960 of the 31st May 1922.

From the Agents, B. I. S. N. Co., Ltd., Bombay, to Chamber.

We have the honour to draw your attention to Bombay Port Trust Bye-Law No. 79 which reads "The Trustees will accept no liability or responsibility whatsoever in respect of goods landed at night."

We suggest for your consideration that in a modern port like Bombay such a bye-law should no longer exist. With the present system of lighting in the Docks there is no more difficulty in landing cargo by night than by day, and as the ship has to pay the charges for sorting cargo landed at night we consider that the Trustees ought to accept full responsibility for all cargo once it is in their charge whether landed by day or night. It is also our opinion that this bye-law serves to nullify tallies by day and assists the Bombay Port Trust to evade their legitimate responsibilities, and as the Bombay Port Trust recently greatly increased their charges,

for which they have given nothing in return, we shall be much obliged if you will kindly take this matter up with a view to having this bye-law deleted.

No. 1035-167 of the 26th June 1922.

From Chamber to the Bombay Port Trust.

I am directed to invite your attention to the provisions of Bye-Law No. 79 of the Bye-Laws for the regulation and management of the Docks which reads as under:—

> "79. The Trustees will accept no liability or responsibility whatsoever in respect of goods landed at night."

In the above connection I am to submit that, in a modern port like Bombay, the necessity for such a regulation no longer obtains as the present system of lighting in the Docks is such that no greater difficulty is experienced in landing cargo by night than by day. Moreover the steamer has to pay the charges for sorting cargo landed at night.

In the circumstances I am to state that my Committee are strongly of opinion that the time has arrived when the Trustees should accept full responsibility for all cargo as soon as it is in their charge, whether it is landed by day or night.

It has also been represented to my Committee that the existence of the bye-law under reference tends to nullify tallies by day and in this connection I am to refer to another matter which merits the earnest consideration of the Trustees at an early date, namely, the necessity for an improvement in the present system of "tallying" import cargo.

It has been the common experience of the members of this Chamber for a considerable time past that the receipts issued by the Docks Manager under Bye-Law 81 do not account for all the packages actually discharged into his keeping and, further, that the Remark Lists more often than not are inaccurate on account of the use by the Tally Clerks

of remarks which are not in accordance with the condition of the packages. If a comparison be made between the receipts granted to masters and owners of vessels, say, during the past six months, and the actual outturn of the vessels in question, it will prove the force of my Committee's contention and show how many opportunities for abuse are presented by an incorrect system of tally.

I am accordingly to suggest that simultaneously with the acceptance by them of responsibility for all cargo entrusted to their care, whether landed by day or night, the Trustees should arrange for a revision of the existing system of "tallying" cargo and the passing of remarks thereon, particularly in the case of iron-bound packages. In the latter connection my Committee cannot foresee any serious objection to the adoption of a system whereby remarks shall be passed as to the actual condition of the package concerned at the time of landing and the same noted on the tally sheet, together with the number of the package. They are strongly opposed to the system, so prevalent at the moment, of omitting all reference to such numbers or of grouping several packages together.

In conclusion I am to reiterate that, in the opinion of my Committee, it is essential in the interests of the port that the Trustees should take immediate steps—

(*a*) to delete Bye-Law 79 and accept full responsibility for all cargo received into their charge, whether landed by day or night; and

(*b*) to effect an immediate improvement in the system of tallying cargo upon the lines indicated in the preceding paragraphs of this letter.

No. 1038-167 of the 27th June 1922.

From Chamber to the Agents, The British India Steam Navigation Co., Ltd., Bombay.

I am directed to acknowledge receipt of your letter, No. B. M. 4960, dated the 31st May 1922, with regard to the

provisions of Port Trust By-Law No. 79 and to forward for your information the enclosed copy of a letter which my Committee have addressed to the Port Trust in that connection. A further communication shall be addressed to you upon receipt of a reply from that body.

No. B-M 6021 of the 29th June 1922.

From the Agents, B. I. S. N. Co., Ltd., to Chamber.

We have the honour to acknowledge receipt of your favour No. 1038-167 of 1922 of 27th instant enclosing copy of letter which your Committee have addressed to the Port Trust for which we are much obliged.

No. 1135 of the 15th November 1922.

From the Bombay Port Trust to Chamber.

I am directed to reply to your letter No. 1035-167, dated 26th June 1922, in which you suggest that the provision whereby the Trustees do not accept liability in respect of goods landed at night should be altered and in which also you ask for improvement in the present system of tallying and remarking on cargo.

2. I am to observe in the first place that it would be desirable to keep the two matters entirely distinct. If the system of tallying and remarking by day is unsatisfactory it is obviously desirable to improve it before night work is put on the same footing as day work.

3. Taking the question of tallying first as being the more immediately important I am to observe that the Chamber apparently consider the tallying incorrect and the remark lists inaccurate. As regards tallying, mistakes and omissions undoubtedly do occur : they are in fact bound to do so and the only method of improvement is close supervision and a raising of the standard of the clerks employed. Close attention has been given to both these points within the last four months and it is believed that there has been a

considerable increase in the accuracy of the tallies kept. In very few instances has the short tally amounted to more than 2½ per cent. for general cargoes while for bag cargoes the percentage is much lower. This does not represent a standard of perfection but it is believed to compare very favourably with tallies of other ports in India, and I should be obliged if the Chamber would inform the Chairman of any bad instances which have come within their knowledge.

4. As regards remarks the Chamber seems to be under the impression that remarks are not passed at the time of landing. The Chamber would further apparently prefer a system whereby the Tally clerks would themselves make the remarks at the time of tallying. The Chamber seems to be under some misapprehension on the point. The Docks employ a special staff whose sole duty it is to pass remarks on the cargo as it is discharged on the quay. The best of the tally clerks are being specially recruited for the work of making remarks. The work is done with care and the remark lists therefore take longer time to prepare. If, as the Chamber apparently desires, the Tally clerk were to make the remarks it is obvious that both delay and inferior work would result. Slings generally come out in a mixed condition and the tally clerk who has to work rapidly would have little time between slings to identify the numbers and marks for a correct preparation of remarks as well as keeping his own tally sheet correctly. It appears to the Chairman to stand to reason that a double set of men will prepare more accurate lists than a single set who admittedly have to do the work with great rapidity. If the Chamber object to the inaccuracy of the tallying by itself it seems incongruous to suggest that the Tally clerks should have the further burden of preparing the remark lists. If the Chamber really desire that this system should be undertaken, the Chairman is quite prepared to try it but he does not think that the result will be satisfactory.

5. With regard to the proposal that the Trustees should accept liability and responsibility in respect of goods landed by night, I am to observe in the first place that the present lighting is not sufficient for the close checking of marks on cargo at night. The lighting is primarily intended to allow

of ships working if they desire to do so and to afford protection against theft, but a much greater amount of lighting would be necessary to allow marks to be examined and the condition of goods to be noted. It is true that in Calcutta responsibility is accepted for cargo discharged at night as it is for cargo landed by daylight. In Calcutta, however, broken or damaged packages are not permitted to be discharged at night and this necessarily means the return of a large number of articles into the ships or their remaining on the quay, entirely at the importer's risk. In Bombay it may be observed broken articles landed at night are stored by the Port Trust. The chief difference however in procedure between Calcutta and Bombay is that in Calcutta the owners of the goods are bound to remove the goods from the premises of the Port Commissioners within three days from the time of landing: after that time the goods lie on the premises at the risk and expense of the owner. Similarly if a claim is made against the Port Commissioners, application for survey must be made within three days from the date of landing. In Bombay there is no time limit for liability and goods remain in the charge of the Docks till they are delivered. This of course gives a protection to the Calcutta Port Commissioners which the Bombay Port Trustees do not possess, and it is obvious that the former can take greater risks as regards the landing of cargo; in other words the rule, so far as it works harshly, works against the importer, while in Bombay it is against the shipowners. If the Chamber prefer the Calcutta system the Chairman would be prepared to consider it, but such a drastic change cannot be made without considerable discussion and without amendment of the By-Law.

6. If responsibility for cargo landed at night is to be taken as suggested in the Chamber's letter, the lighting in the Docks would, as already indicated, have to be improved. It is necessary for the protection of the Trustees in view of their existing liability that cases, bags and bales must be carefully examined for such defects as "nails started" in cases, "torn and stained" for bags and "covering torn" for bales. If the Chamber complaints about the accuracy of such remarks in the case of cargo landed by day, it is obvious sufficient lighting must be available for the required

standard of accuracy at night. The expense of additional lighting would have to be recovered by an increase of charges. Similarly as regards staff, if the same standard of care and responsibility is to be prescribed, the staff will have to be the same for night work as on day work. Taking a rough estimate this will entail, on account of staff alone, an increase in the night work fee of at least Rs. 20 per ship.

7. It is stated in paragraph 4 of the Chamber's letter that the existence of the By-law regarding night work nullifies tallies by day. The exact bearing of this remark is not clear, since all general cargoes are tallied mark by mark. The existence of the by-law has certainly no unfavourable effect on the day tallies because goods short landed at night are assumed for purposes of liability to have been discharged by day.

8. Put briefly therefore, the conclusion seems to be that if the shipowners desire the Trustees to accept the same responsibility for night working as for day working they will have to pay an increased rate on account of improved lighting and an increased staff, and it seems probable that even then the Trustees would have to take special precautions to guard themselves against undue claims. If the Chamber will consider the matter further in view of the considerations now put before them the Chairman, I am to say, will be glad to consider the matter again or to meet any of the Chamber's representatives to discuss it.

APPENDIX T-1.

DISCHARGE OF SEWAGE IN THE HARBOUR.

Dated 1st August 1922.

From Mr. F. C. Annesley to Chamber.

I shall be obliged if you will call the Chairman's attention to the Resolution of the Trustees of the Port of Bombay of to-day's date, of which you will shortly receive a copy;

concerning the question of the disposal of the sewage outfall into the harbour. This is a matter of public importance and I should like to know if the Municipality have consulted the Chamber on the subject.

No. 1323/227 of the 3rd August 1922.

From Chamber to Mr. H. G. Cocke.

Mr. Annesley has drawn the Chairman's attention to a resolution adopted recently by the Port Trustees on the subject of the disposal of the sewage outfall into the harbour and he is anxious to know whether the Municipality has consulted the Chamber on the subject. The proceedings of the meeting of the Trustees at which the question was discussed are not out yet but in the meantime I shall be glad if you could let me know the position from the point of view of the Municipality who have made no reference to the Chamber in the matter.

No. 1324/227 of the 3rd August 1922.

From Chamber to Mr. F. C. Annesley.

I beg to acknowledge receipt of your letter of the 1st instant upon the subject of the Port Trustees' recent resolution regarding the disposal of the sewage outfall into the harbour and to say that I shall lay the papers before the Chairman immediately upon receipt of the Chamber's copy of the proceedings of the meeting in question.

In the meantime, however, I may say that no reference has been received from the Municipality upon the subject but I am writing to one of the Chamber's representatives on that body in reference to the matter.

Dated 10th August 1922.

From Mr. H. G. Cocke to Chamber.

Sewage outfall into the Harbour.

I enclose relative Municipal papers. The scheme recommended by Mr. Watson has been under discussion by three

experts in London whose report has, I understand, recently been received but is not yet available.

I do not think it is usual for the Municipality to address the Chamber on such matters, nor would it be practicable. I shall endeavour to keep you informed of any important developments.

No. 1495/227 of the 28th August 1922.

From Chamber to Mr. H. G. Cocke.

With reference to your letter, dated the 10th instant, on the subject of the proposed Municipal scheme to divert the present sewage outfall into the harbour I am desired by my Committee to advise you that they regard the matter in question as one of the greatest importance.

2. I am further to add that my Committee hope that you will take an opportunity, when the matter comes before the Corporation or Standing Committee again, to place on record my Committee's considered opinion that the execution of the scheme would involve very serious probabilities of injury to the port and harbour and that they are not prepared to agree to the same until such time as the consensus of expert opinion shall be to the effect that no undue pollution of the waters of the harbour is likely to result therefrom.

3. I enclose for your perusal and return in due course a copy of the proceedings of the Port Trust Board at their meeting on the 1st instant when the question was discussed in all its aspects and I am to say that my Committee are generally in agreement with the views expressed by the Board in arriving at an opinion similar to that held by my Committee.

4. I return herewith the relative Municipal papers which you were good enough to forward for my Committee's consideration.

Dated 30th August 1922.

From Mr. H. G. Cocke to Chamber.

Sewage Outfall.

I am in receipt of your letter No. 1495/227, dated the 28th instant, with enclosures, contents of which I carefully note.

I will take an opportunity of bringing your Committee's views before the Corporation and the Standing Committee when this matter again comes up.

I return herewith the copy of the proceedings of the Port Trust Board as desired, but I should like a copy to keep by me, if you would kindly obtain one for me.

APPENDIX T-2.

DEVELOPMENT OF BOMBAY.

RETENTION OF EXISTING RECREATION GROUNDS.

Dated 7th January 1922.

From the European Association (Bombay Branch), to Chamber.

I am directed to forward you a copy of a Resolution as passed by my Committee for the retention of the Cooperage, Marine Lines Maidan and other open spaces as public Recreation Grounds for the citizens of Bombay; copies of which have been sent to the Governor-in-Council and the Municipal Commissioner.

COPY OF RESOLUTION PASSED AT A COMMITTEE MEETING OF THE BOMBAY BRANCH OF THE EUROPEAN ASSOCIATION ON THURSDAY, JANUARY, 5TH, 1922.

"That the Committee of the Bombay Branch of the European Association, are of opinion that the open space known as the Cooperage

should be reserved for public use as a pleasure and playground for use of the citizens of Bombay, especially the residents of the Fort and Colaba. That the Southern portion, approximately one-third of the whole of the Cooperage, be reserved as a childern's playground, and that the remaining portion be used primarily for games such as football, hockey and for the public use generally as a Gymkhana ground. The Committee especially appeal for consideration of adequate playground facilities for the children of Indian, European and Anglo-Indian residents of the Fort and Colaba, in view of the fact that the foreshore between Cuffe Parade and Churchgate Station will be lost for ever to the public as a healthy playground for children, owing to the acquisition under the Land Reclamation Scheme by the Director of Development and also that the Cooperage may still be retained as a public sports ground for Naval and Mercantile Marine Visitors and others, who have for many years enjoyed the use of the Cooperage as a recreation ground.

2. That the above applies with equal force to the Marine Lines Maidan, which is shown on the official plans as being built over for office buildings, and which proposal this Committee view with alarm, that the Committee of the Bombay Branch of the European Association emphatically suggest that no open space that is at present used for pleasure and recreation purposes, should be diverted to other purposes.

3. That the Committee observe there is no prospect of there being sufficient open-air spaces necessary for the health and recreation of the population of the city, and that it is a matter of considerable doubt whether the proposed areas on the Directorate of Development plans, will prove satisfactory, owing to their exposed position and the damaging effect on vegetation by sea-water, etc.

4. That His Excellency the Governor-in-Council be informed and earnestly asked to take such administrative and legislative action as will ensure the retention of the Cooperage, Marine Lines Maidan and other open spaces as public recreation grounds for all time or at least until such time as adequate and satisfactory provision has been made and land actually handed over to the public for pleasure and recreation purposes for children and the citizens generally."

No. 122-72 of the 25th January 1922.

From Chamber, to the Government of Bombay, Home Department.

I am directed to state, for the information of the Government of Bombay, that my Committee have received a copy of a resolution adopted by the Committee of the Bombay Branch of the European Association at their meeting held

on the 5th January, 1922, upon the subject of the necessity for the retention of the Cooperage, Marine Lines Maidan and other open spaces as public recreation grounds.

2. My Committee understand that a copy of the Resolution in question has been forwarded to the Bombay Government in your Department, for information and such action, administrative or legislative, " as will ensure the retention of the Cooperage, Marine Lines Maidan and other open spaces as public recreation grounds for all time or at least until such time as adequate and satisfactory provision has been made, and land actually handed over to the public for pleasure and recreation purposes for children and the citizens generally." My Committee accordingly desire to place on record their complete agreement with the terms of the resolution and in particular, strongly to endorse the request for immediate action contained in the Section quoted above.

No. 2075-G of the 18th April 1922.

From the Government of Bombay, General Department, to Chamber.

Subject :—*Retention of the Cooperage, Marine Lines Maidan and other open spaces as public recreation grounds.*

I am directed to refer to your letter No. 122-72, dated the 25th January 1922, and to forward for your information copy of a letter addressed to the European Association in the matter of the Resolution passed by that body regarding the retention of the Cooperage, the Marine Lines Maidan and other open spaces as public recreation grounds.

No. 2075-G of the 8th April 1922.

From the Government of Bombay, General Department, to the European Association (Bombay Branch).

Subject :—*Retention of the Cooperage, Marine Lines Maidan and other open spaces as public Recreation Grounds.*

I am directed to refer to your letter, dated the 7th January 1922, forwarding a copy of a Resolution passed by the Committee of the

European Association (Bombay Branch) regarding the retention of the Cooperage, the Marine Lines Maidan and other open spaces as public recreation grounds.

2. In reply, I am to state that the Cooperage and the Marine Lines Maidan vest in the Bombay Improvement Trust, under Section 60 (1) of the City of Bombay Improvement Trust Act, 1898, and that under Section 60 (4) of that Act, these sites have been appropriated as open spaces, subject, however, to the following condition :—

> " that the by-laws to be framed by the Board for the management of the area under section 94 (1) (*c*) of the City of Bombay Improvement Trust Act, 1898, shall provide for making * * * * any portion of the open space, that may be required, available on the requisition of Government for any temporary Government purpose."

3. With reference to paragraph 2 of the Resolution referred to above, I am to observe that the suggestions in Mr. Davidge's plan regarding the re-arrangement of open spaces, published under Press Note, Development Department, No. S. A.-4197, dated the 25th October 1921, merely indicated what might ultimately prove to be suitable, and it was emphasised in the Press Note that the layout was only a preliminary one. Before the diversion to other purposes of any existing open space is decided on hereafter, ample opportunity will be given by the Development Department to all interested parties to consider the actual proposals and to express their views. No action of this nature is, however, contemplated at the present stage of the development scheme.

4. With regard to other open spaces not vesting in the Improvement Trust, the matter is under separate consideration.

APPENDIX U-1.

FORCE MAJEURE CLAUSE IN PIECE-GOODS CONTRACTS.

Dated 31st July 1922.

From Manchester Chamber of Commerce to Chamber.

I am desired by the Chairman and Executive of the India Section of this Chamber, which represents the whole body of Manchester merchants trading with India, to inform you that in view of the contract conditions now obtaining

with all the large producing sections of the Lancashire trade it is strongly felt that in the interests of mutual trading and to secure uniformity in the different markets of India, the time has now come when the Bombay terms should be revised, so as to allow in cases of force majeure a period of one month after the due date of shipment, during which buyers will agree to take the goods without allowance with the extension required.

On separate sheet attached hereto, I submit a copy of the clause in question as it now stands, together with a copy of the revised version, which Manchester shippers desire to substitute therefor.

The India Executive trust that your organisation will agree to the revision, which in practice has been generally conceded recently and is in accordance with the contracts they are at present negotiating with the producers at home as well as with other Indian markets.

I should like to point out that the risk of delay in the execution of contracts caused by strike and other forms of force majeure cannot be calculated exactly. A fortnight's strike might conceivably bring about a consequential delay of more than one month, and thus by asking for one month's latitude, Manchester merchants are by no means entirely protected and are recommending a shorter limit than they may possibly be forced to concede in the case of goods which pass through various processes, as now one month's latitude is required for each process through which goods have to pass.

A similar letter is being sent to the Karachi Chamber of Commerce and the Bombay Native Piece-Goods Association.

I look forward to receiving your views on this matter by an early mail.

PRESENT CLAUSE.

Should, however, the delay be due to occurrences such as storms, fire, war, tempest, frost, flood, drought, strikes, lock-outs, accidents at mills, warehouses, railways, canals, and the like, or any other causes

beyond human control, the buyers shall have the option of cancelling or accepting such goods without an allowance in either case.

SUGGESTED RE-DRAFT.

Should, however, the delay be due to occurrences such as storms, fire, war, tempest, frost flood, drought, strikes, lock-outs, accidents at mills, warehouses, railways, canals, and the like, or any other causes beyond human control, the buyers agree to take the goods with the extension required without allowance if such extension does not exceed one month. Should a longer extension than one month be necessary, the buyers shall have the option of cancelling or accepting the delayed portion of their contract without an allowance in either case.

No. 1510-235 of the 28th August 1922.

From Chamber, to the Manchester Chamber of Commerce.

I am directed to acknowledge receipt of your letter, dated the 31st July, 1922, and its accompaniment, and to say that the matter under reference therein is receiving the careful consideration of my Committee. A further communication shall be addressed to you as soon as a definite decision has been reached, but it may not be possible to do so at a very early date as my Committee are considering the question in conjunction with several other matters of a cognate nature.

No. 2041-235 of the 9th November 1922.

From Chamber, to the Manchester Chamber of Commerce.

In continuation of my letter, No. 1510/235, dated the 28th August, 1922, I am directed to state that the suggestion contained in your letter of the 31st July, 1922, in respect of the proposed re-drafting of the "force majeure" clause in the "Revised Conditions of Contract" adopted by the Bombay Native Piece-goods Merchants' Association, and the relative clauses in piece-goods contract forms framed in accordance

therewith, has received the most careful consideration of my Committee, in consultation with a representative Sub-Committee of the trade.

2. While my Committee are unanimous in considering that the proposed alteration is eminently reasonable they are not satisfied that concerted action with a view to enforce its acceptance by the Bombay dealers is desirable at the present time.

3. I am moreover to observe that, as my Committee can ascertain, the matter does not appear to have been the subject of any general reference on the part of importers corresponding exporting houses in the United Kingdom, and my Committee are prompted thereby to suggest that quicker and more satisfactory progress would probably be achieved if the India Section of your Chamber could see its way to institute enquiries at home with a view to eliciting the opinions of exporting houses direct.

4. The question has however been referred to all members of this Chamber and as soon as my Committee are in a position to formulate and express a more decided opinion thereon a further communication shall be addressed to you upon the subject.

APPENDIX U-2.

REDUCTION IN MANUFACTURING COST OF MANCHESTER PIECE-GOODS.

No. 1402 of the 13th October 1922.

From Messrs. Gillanders Arbuthnot & Co., Bombay, to Chamber.

One of our shippers in their Market Report, dated 20th September, writes as follows :—

> " The idea of working short time is of course to curtail production, especially in respect of yarn for stock

which in view of tightness of money, often has to be sold at heavy loss to the spinner. If short time is worked, it will no doubt help spinners but any method which does not aim at cheapening production is in our opinion bound to be detrimental to the trade as a whole. Both manufacturers and spinners have undoubtedly had to cut their prices to the keenest possible point and we know several who have taken orders at prices far worse than having their mills closed for the sake of keeping their work people employed. But there is the other end of the trade, concerned with the *bleaching, dyeing or printing of cloth which owing to strong combines and price rings*, has so far made no contribution at all towards bringing business to this country during the difficult times of the past eighteen months, and *it is surprising how little pressure has been brought to bear upon the bodies concerned to make them bring down their charges to something like an economic level.* If these concerns were hammered at from all directions we have no doubt something would result, but so far beyond an isolated letter or article in a newspaper, nothing has been done."

The *underlines* are ours.

With regard to the above remark regarding cost of bleaching, etc., is it not possible for your Chamber to secure the co-operation of other Chambers of Commerce in India and put forward an united protest to the Manchester Chamber of Commerce, regarding this question.

No. 2017-268 of the 6th November 1922.

From Chamber, to Messrs. Gillanders Arbuthnot & Co., Bombay.

I am directed to acknowledge receipt of your letter No. 1402, dated the 13th October 1922, and to state th

suggestion made therein has received the careful consideration of my Committee in consultation with the Import Sub-Committee of the Chamber.

2. In reply, however, I am to say that my Committee are of opinion that the matter under reference is one which can best be dealt with by exporters in the United Kingdom and that direct action by the Chambers of Commerce in this country upon their own initiative is likely merely to embarrass exporting houses at home. At the same time my Committee consider that a move in the direction indicated might with advantage be made by individaul importing firms in this country through their home connections as and when they feel that such a course is desirable.

APPENDIX V-1.

COTTON TRANSPORT BILL.

No. 535-A of the 28th April 1922.

From the Government of Bombay, Revenue Department, to Chamber.

I am directed by the Government of Bombay (Transferred Departments) to forward a copy of Government Resolution No. 535-A, dated 22nd April 1922, together with that of the Bill* referred to therein and to request that Government may be favoured with the remarks of your Chamber on the Bill as well as on paragraphs 2 and 3 of the Resolution.

2. I am to add that a reply to this reference may be sent so as to reach Government by the end of May 1922 at the latest.

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* Not printed.

GOVERNMENT OF BOMBAY.

REVENUE DEPARTMENT.

Resolution No. 535-A.

Secretariat, Fort, Bombay, dated the 22nd April 1922.

Letter from the Government of India, Legislative Department, No. 2691-A.C. dated 30th March 1922 :—

"With reference to the date of the Legislative Assembly of the 25th March 1922. I am directed to forward herewith 60 copies of the papers noted below,* and to request that the Governor in Council will favour the Government of Inda in this Department with an expression of his opinion on the provisions of the Bill, and with the opinions of the Honourable the Judges of the High Court and of such selected officers and other persons as the Governor in Council may think fit to consult on the subject.

"2. I am also to request that the Bill and Statement may be published in the *Bombay Government Gazette* in English and in such other languages as the Governor in Council may deem proper, and that the dates of such publication may be communicated in your reply.

"3. I am to add that the Department of Commerce will address you separately on the administrative aspects of the Bill and to request that the reply to this letter may be sent in by the 1st August 1922.

Letter from the Government of India, Department of Commerce, No. 1800, dated 30th March 1922 :—

"In the letter of the Government of India in the Legislative Department, No. 2691-A.C., dated the 30th March 1922, forwarding for consideration the Cotton Transport Bill, it was stated that this Department would address Local Government separately on administrative points in relation to the Bill.

"2. The suggestion for legislation to prevent the transport of short staple cotton and cotton waste for admixture with long staple cotton will be found in paragraphs 221— 222 of the Report of the Indian Cotton Committee. Local Governments were consulted on these suggestions in the letter in the Department of Revenue and Agriculture, No. 531 dated the 14th June 1918. Subsequently the question of legislation was referred to the Central Cotton Committee and it was on their recommendation that the present Bill was formulated. It will be seen that the Bill is an enabling measure only and empowers Local Governments interested to take steps to protect those areas

* A Bill to provide for the restriction and control of the transport of cotton in certain circumstances with Statement of Objects and Reasons.

within their respective jurisdictions in which superior varieties of cotton are cultivated. The following observations are offered on administrative points of detail :—

(*a*) The Bill primarily attempts to control transport by rail alone, but Section 7 gives wide powers to Local Governments to control other forms of traffic. The reasons for this are two-fold. In the first place 'railways' are a Central subject, and the principal provisions of the Bill are those relating to transport by rail. Secondly, it was felt that local conditions vary so greatly that it would be impossible to control by all-India legislation traffic by road, river or sea, and that the necessary supervision could more suitably be left to be imposed by means of local rules ;

(*b*) Section 3 of the Bill allows Local Governments to notify for protection areas in which superior varieties of cotton are cultivated ; and to specify railway stations within such areas to which extraneous cotton, soft waste and seed shall not be booked save under license. Local Governments will not be required to notify only such stations as are recognised stations of origin of superior cotton. It will be open to them at their discretion to notify adjoining stations also if they have reason to apprehend that illict cotton might be sent there to be transported by road or otherwise into the actual area to be protected ;

(*c*) Sections 4 and 7 (1) (*b*) and (*c*) provide for the issue of licenses and for certain safeguards connected therewith. The intention of these sections is to obviate the risk of fraud and in particular the issue of unauthorized duplicate licenses or the use of experience license. The Government of India consider it important that special attention should be paid to the organisation of an efficient licensing system if the full benefits of legislation are to be secured. They welcome any suggestions calculated to serve this object ;

(*d*) I am also to invite your attention to the words ' Station Master or any other railway servant.....' occurring in Sections 4 and 5 of the Act. It has been pointed out that hardship would be caused if Station Masters alone are held responsible for infringements, for in large stations the actual responsibility normally rests not with the Station Master, but with a goods clerk or other subordinate. On this ground the words 'other railway servants responsible for the booking of goods or parcels' were included. It is, however, doubtful how far it will be possible to fix such responsibility, and the ambiguity in the wording may afford opportunities for evasion. The Government of India would be glad if the Local Government would consider this point and would advise whether, in their opinion, the present wording is suitable ;

(*e*) I am further to point out that one method of adulteration by transport is not touched upon in the present Bill, namely, the transport of cotton waste for admixture with cotton which it is not thought necessary specially to protect under Clause 3 of the Bill. The Government of India are of the opinion that no suitable remedy for this abuse can be devised within the scope of the Bill under consideration. They would be glad, however, of any observations which the Local Government may have to offer on this subject.

"3. The Government of India trust that this letter will be treated as urgent as they consider it highly important that the Bill shall be passed in time to allow Local Governments to control the movement of cotton during the next season. For this, it is essential that the necessary legislation should be passed in the September session of the Legislature. As it will be necessary for the Local Government to consult commercial bodies, the Government of India have referred to 1st August the date by which replies should be received, and have thus reduced to a minimum the period usually required for comparing and co-ordinating the comments and criticisms received. They, therefore, desire to impress upon Local Governments the desirability of replying by 1st August at latest to the present reference. The Central Cotton Committee and Indian States interested are being addressed separately."

Resolution.—Copies of the letter from the Government of India and of the Bill should be forwarded to the Commissioners of Divisions, the Director of Agriculture, the Director of Industries, the Collectors of Surat, Broach, the Panch Mahals and Dharwar for favour of remarks on the Bill in general.

2. The Commissioner, N. D., the Director of Agriculture and the Collectors of Surat, Broach and the Panch Mahals should be requested to specify the stations to be notified under the Bill for the protection of the Surat-Broach cotton area. The Bill prohibits import from outside into the protected area, but not transport between stations in that area *inter se*. Some difficulties are anticipated in framing the schedule. For instance in the Surat district cotton grown in Kim is inferior to that in Surat and adjoining areas south of the Tapti and both again are inferior to Navsari and Bilimora. To permit transport freely between all these areas would defeat the object of the Bill. Suggestions are invited for framing the schedule in such a way as to secure adequate protection to the superior cotton. It should be reported whether it would be possible to exclude the Ghoghari and other short staple cotton areas from the notification except such stations only as are mentioned in paragraph 2 (*b*) of the Commerce Department letter and if so the measures to be adopted to prevent transport of inferior cotton from such stations to other stations in the scheduled area should be indicated. It should also be reported whether the objections raised by the Rajpipla and Sachin States can be met by the measures mentioned above and

by the grant of permission to import cotton under license for their ginning factories at Jagadia and Vedchha or to the nearest railway station with a press. Specific instances in which such licenses would be required should be mentioned.

3. The Commissioner, S. D., the Director of Agriculture and the Collector of Dharwar should be requested to report whether they consider it desirable to extend the measure to the Kumpta cotton area and if so to submit proposals for the stations to be notified under the Bill. It should also be reported whether it would be necessary to restrict import by road or river in the area in question.

4. The officers mentioned above should be requested to favour Government with their suggestions as regards the terms of the license with reference to paragraph 2 (*c*) of the Commerce Department letter.

5. The attention of the Agents, B. B. and C. I., G. I. P. and M. and S. M. Railways, should be invited to paragraphs 2 (*b*) and 2 (*d*) of the letter and they should be requested to favour Government with their remarks thereon.

6 Copies of the Bill as well as of this Resolution should be forwarded to the Chambers of Commerce, Bombay and Karachi, the Millowners' Associations, Bombay and Ahmedabad, the Indian Merchants' Chamber and Bureau, the Chairman Cotton Contracts Board, the Mukadams' Association, the Marwari Cotton Merchants' Association, Sir Vithaldas D. Thackersey, Kt., Mr. Purshottamdas Thakurdas, Mr. Mathuradas Gokuldas, Mr. N. N. Wadia, Sir Fazulbhoy Currimbhoy, Kt., and Mr. N. B. Saklatwala for favour of remarks on the Bill as well as on paragraphs 2 and 3 of the Resolution.

7. Copies of the Bill should be forwarded to the Honourable the Chief Justice and the Honourable Judges of the High Court of Judicature, Bombay, for favour of opinion.

8. The replies to this reference should reach Government by 31st May 1922 at the latest.

9. The Bill, with the Statement of Objects and Reasons, should be published in the *Bombay Government Gazette* in English, Gujarati, Marathi and Kanarese and the Superintendent of Government Printing and Stationery should be requested to report to Government the dates of publication.

No. 798-141 of the 25th May 1922.

From Chamber, to the Government of Bombay, Revenue Department.

I am directed to acknowledge receipt of your letter, No. 535-A., dated the 28th April 1922, and its accompaniments,

upon the subject of a Bill to provide for the restriction and control of the transport of cotton in certain circumstances.

2. In reply I am to state that the provisions of the Bill in question, together with the terms of Government Resolution, No. 535-A., dated the 22nd April 1922, in the same connection, have received the careful consideration of my Committee who desire to confine their remarks thereon to the question of the conditions and procedure to be prescribed for the issue of licenses under the proposed Act.

3. In the above connection I am generally to state that my Committee consider that the licensing system should be so regulated as to cause the minimum of inconvenience to regular consumers of cotton and to that end mills should be furnished with general licenses valid for, say, one year as the issue of special licenses in such circumstances would involve intolerable trouble and delay.

4. My Committee, however, are of opinion that licenses issued in the case of other consumers should be treated, with few exceptions, as special licenses and confined to particular consignments only. Advices of all licenses issued in the foregoing regard should be sent to the Indian Central Cotton Committee and it will probably be convenient if the certified copies of such licenses referred to in Clause 4 (2) of the Bill are ultimately forwarded to the same body.

5. In conclusion I am to invite the attention of Government to the necessity, in the event of licensees being required to give an undertaking to the effect that the cotton in question is only to be used for certain specified purposes, for the exercise of extreme care to avoid any undue interference on that account with the rights of banks and other persons to whom the cotton may be pledged.

No. 815-141 of the 26th May 1922.

From Chamber, to the Government of India, Commerce Department, Simla.

I have the honour to forward herewith, for the information of the Government of India, a copy of a letter that my Com-

mittee have addressed to the Government of Bombay upon the subject of the Bill to provide for the restriction and control of the transport of cotton in certain circumstances.

No. 931-122-141 of the 13th June 1922.

From Chamber, to the Government of India, Department of Revenue and Agriculture, Simla.

I am directed to forward herewith for your information the enclosed copies of letters which my Committee have addressed to the Local Government upon the subject of a proposal to levy a cess on cotton to provide funds for the work of the Indian Central Cotton Committee.

2. I am also to enclose a copy of a letter which my Committee have addressed to the Local Government in reply to a representation received from that body in connection with the provisions of a Bill to provide for the prohibition of the transport of cotton in certain circumstances.

Extract from the Gazette of India, Part IV, pp. 5-6, dated the 3rd March 1923.

The following Act of the Indian Legislature received the assent of the Governor General on the 23rd February 1923 :—

An Act to provide for the restriction and control of the transport of cotton in certain circumstances.

Whereas it is expedient for the purpose of maintaining the quality and reputation of the cotton grown in certain areas in British India to enable the restriction and control of the transport by rail and the import of cotton into those areas ; It is hereby enacted as follows :—

Short title and extent.

1. (1) This Act may be called the Cotton Transport Act, 1923.

Definitions.

(2) It extends to the whole of British India.

2. In this Act, unless there is anything repugnant in the subject or context,—

I of 1872.

(*a*) "certified copy", in relation to a license, means a copy of the license certified in the manner described in section 76 of the Indian Evidence Act, 1872, by the authority by which the license was granted ;

(*b*) "cotton" means every kind of unmanufactured cotton, that is to say, ginned and unginned cotton, cotton waste and cotton seed;

(*c*) "cotton waste" means droppings, strippings, fly and other waste products of a cotton-mill other than yarn waste;

(*d*) "license" means a license granted under this Act;

(*e*) "notified station" means a railway station specified in a notification under section 3;

(*f*) "prescribed" means prescribed by rules made under this Act; and

(*g*) "protected area" means an area into which the import of cotton or of any kind of cotton has been prohibited by a notification under section 3.

Power to issue notification prohibiting import of cotton into protected area.

3. (1) The Local Government may, for the purpose of maintaining the quality or reputation of the cotton grown in any area in the Province, by notification in the local official Gazette, prohibit the import of cotton or of any specified kind of cotton into that area save under, and in accordance with the conditions of, a license:

Provided that no such notification shall be deemed to prohibit the import into any protected area of packages containing any kind of cotton and not exceeding ten pounds avoirdupois weight.

(2) Any such notification may prohibit the delivery to, and the taking of delivery by, any person, at any specified railway station situated in the protected area, of any cotton, the import of which into that area is prohibited when such cotton has been consigned from a railway station not situated in that area, unless such person holds a license for the import of the cotton into that area.

Refusal to carry unlicensed cotton. IX of 1890.

4. (1) Notwithstanding anything contained in the Indian Railways Act, 1890, or any other law for the time being in force, the station master of any railway station or any other railway servant responsible for the booking of goods or parcels at that station may refuse to receive for carriage at, or to forward or allow to be carried on the railway from, that station any cotton consigned to a notified station, being cotton of a kind of which the delivery at such notified station has been prohibited unless both stations are in the same protected area, or unless the consignor produces a certified copy of a license for the import of the cotton into the protected area in which such notified station is situated.

(2) Every certified copy of a license when so produced shall be attached to the invoice or way-bill, as the case may be and shall accompany the consignment to its destination, and shall there be dealt with in the prescribed manner.

(3) Where by or under any law in force in the territories of any State in India the import into any area, or the delivery at any railway

station, of cotton or of any kind of cotton has been prohibited, the Governor General in Council may, by notification in the "Gazette of India," declare that the provisions of sub-section (1) shall aply in respect of cotton consigned to any such station as if such area and such station were respectively a protected area and a notified station, and as if any license granted under such law were a license granted under this Act.

Procedure where cotton arrives at notified station.

5. (1) Where any cotton, the import of which into any protected area has been prohibited, has been consigned to and arrives at a notified station in any such protected area, the station master or other railway servant responsible for the receipt and delivery to the consignee of goods or parcels, as the case may be, at that station shall, unless both the notified station and the railway station from which the cotton has been consigned are situated in the same protected area, refuse to deliver the cotton until he is satisfied that the consignee holds a license for the import of the cotton into the protected area in which such notified station is situated; and, if he is not so satisfied, or if within fourteen days the consignee or some person acting on his behalf does not appear in order to take delivery shall return the cotton to the railway station from which it was consigned, together with an intimation that delivery of the cotton has been refused or has not been taken, as the case may be.

IX of 1890.

(2) Any station master or other railway servant receiving any cotton returned under sub-section (1), or returned with a like intimation from a railway station specified in a notification under sub-section (3) of section 4, shall cause to be served on the consignor in any manner authorised by section 141 of the Indian Railways Act, 1890, a notice stating that the cotton has been so returned and requiring the consignor to pay any rate, terminal or other charges due in respect of the carriage of the cotton to and from the railway station to which it was consigned, and such charges shall be deemed to be due from the consignor for all the purposes of section 55 of that Act.

Penalties.

6. Any person who, in contravention of the provisions of this Act or of any notification or rule made hereunder, knowingly takes delivery of any cotton from a notified station or imports, or attempts to import, any cotton into a protected area, and any station master or other railway servant who, in contravention of the provisions of sub-section (1) of section 5, without reasonable excuse, the burden of proving which shall lie upon him, delivers any cotton to a consignee or other person, shall be liable to a fine not exceeding one thousand rupees, and upon any subsequent conviction to imprisonment which may extend to three months, or to fine which may extend to five thousand rupees, or to both.

Power to make rules.

7. (1) The Local Government may, by notification in the "Local Official Gazette," make rules to provide for any of the following matters, namely:—

(a) the prevention of the import into a protected area by road, river or sea, save under and in accordance with the

conditions of a license, of cotton the import of which into that area has been prohibited by a notification under section 3;

(*b*) the terms and conditions to be contained in licenses and the authorities by which they may be granted; and

(*c*) the manner in which licenses and certified copies thereof shall be dealt with on and after the delivery of the cotton to which they relate.

(2) Any such rules may provide that any contravention thereof or of the conditions of any license, not otherwise made punishable by this Act, shall be punishable with fine which may extend to five hundred rupees.

Previous approval of Local Legislature to issue notifications and rules.

8. No notification under section 3 or rule under section 7 shall be issued by the Local Government of any Governor's Province, unless it has been laid in draft before the Legislative Council of the Province, and has been approved by a resolution of the Legislative Council, either with or without modification or addition, but upon such approval being given the notification or rule, as the case may be, may be issued in the form in which it has been so approved.

Protection for acts done under Act.

9. No suit or other legal proceeding shall be instituted against any person in respect of anything which is in good faith done or intended to be done under this Act.

APPENDIX V-2.

ESTABLISHMENT OF COTTON MARKETS ON THE BERAR SYSTEM.

No. G.-103 of the 14th September 1922.

From the Government of Bombay, Revenue Department, to Chamber.

Subject:—Establishment of cotton Markets on the Berar System.

Government letter No. G-103 dated 15th September 1920,

Letter from the Director of Agriculture No. 9952, dated 31st August 1922 and the Draft Bill accompanying it.

In enclosing copies of the correspondence noted in the margin on the above mentioned subject, I am directed by the Government of Bombay (Transferred Departments) to request that they may be favoured at a very early date with the remarks of your Chamber on the provisions of the Bill prepared by the Director of Agriculture.

No. 9952 of the 31st August 1922.

From the Director of Agriculture, Bombay Presidency, Poona, to the Government of Bombay, Revenue Department.

I have the honour to acknowledge receipt of Government Memorandum No. G.-103 of August 4, 1922, asking me to submit definite proposals for legislation for the establishment of Cotton Markets on the Berar System for the Bombay Presidency. I have now to submit a draft of a bill which I think will meet the case, based on the Berar law, but which I think gets over the difficulties foreseen by many in the papers published with Mr. Mead's letter to the Government of India (G-103), dated September 15, 1920. In preparing this draft, I have had the most valuable assistance of the Secretary, Indian Central Cotton Committee, and while the draft I now submit differs in detail from that made by him, yet it is in most essential points that which he recommends.

2. The chief difficulty in drafting a bill for the Bombay Presidency seems to lie in the very variable character of our cotton areas. Berar is a small area, with fairly uniform conditions while we have to deal with systems of bringing cotton to market of the most varying kind, which are readily different in Khandesh, Gujarat, the Karnatak, and Sind. This difficulty I have endeavoured to remove (Section 3 (2)) by making the nature of the Market Committee a matter for arrangement and notification in each case. It may under section 3 be a Municipality, or a Brokers' Association, or a Co-operative Society, or a Committee chosen specially for the purpose, and I think this elasticity is necessary. I frankly feel that ultimately I should like the management of the market to be a co-operative body representing the producers, but that will not be possible in many cases (even if it is in any) at first, and I want the Local Government to have the widest discretion in the choice of a Market Authority or Committee.

3. If the elasticity is maintained I have no fear as to the system interfering with the development of co-operative cotton sale societies as was feared by some commentators when the original proposals of the Indian Cotton Committee were being considered. The rules made under the Act in any case would take account of their exceptional position and provide for it.

4. It will be noticed (Section 4 (2)) that the rules made under this Act should have the prior approval of the Bombay Legislative Council. As these may differ somewhat for different markets, or for markets in different areas, it might be sufficient if they were to lie on the table of the Legislative Council for a specified time. The legal authorities will, however, be able to indicate how best to meet the difficulty.

5. Section 5 of the proposed Act is new. It shows that while rules relating to fundamental matters must be made by the Local Government, those which deal with specific local matters such as allowances and the like will be made by the Market Committee itself subject to the consent of the Director of Agriculture. I have introduced the Director of Agriculture as the approving authority here at the suggestion of the Standing Local Committee of the Indian Central Cotton Committee, Bombay, but I take it that he would necessarily act after consultation with the Collector of the District concerned. The approving authority must, however, be a central authority who could correlate the rule suggested in different parts of the Presidency and issue *model rules.*

6. The question of trade allowances is difficult. The Berar law excludes all, except those names in the explanation attached to the relevant section of the law. I have proposed that the only allowances permitted may be prescribed by rule under section 5.

7. At first I thought I would submit suggested model rules under the Act (Section 4), but then I thought it wise to wait until the measure has been laid before the Legislative Council. I think that they must then be considered very carefully, but that at the present stage their drafting may be postponed.

File No. G.-103, Revenue Department, received with your letter under reply is returned herewith.

Draft.

BOMBAY DISTRICT COTTON MARKETS ACT.

An Act to provide for the better regulation of Cotton Markets.

Whereas it is expedient to provide for the better regulation of cotton markets in the Bombay Presidency, including Sind, it is hereby enacted, as follows :—

1. (1) This Act shall be called the Bombay District Cotton Markets Act.

(2) It shall apply to the whole of the Bombay Presidency including Sind, but excluding the City of Bombay.

2. Cotton includes ginned cotton, unginned cotton (kapas) and cotton seed.

3. (1) The Governor in Council, with the prior approval of the Bombay Legislative Council may, by notification in the Bombay

Gazette, declare that any place, the property of Government or of any Municipality, or of any District or Taluka Board, is a market for the sale of cotton, and may from time to time amend such notification.

(2) Such notification shall prescribe the person or persons, whether an Association, Committee, Co-operative Society, or other body, who shall manage and superintend the market, and such person or persons shall for the purposes of this Act be the Market Committee.

4. (1) The Local Government may in respect to any market notified under Section 3 make rules for :—

(*a*) The appointment of the market Committee.

(*b*) The management of the market, the levy of fees thereon, and (subject to the provisions of the following sections) the collection and disposal of such fees.

(*c*) The issue of licenses to Commission Agents, brokers, weighmen, and measurers using the market, the conditions under which such licenses shall be issued, and the fees to be charged for such licenses.

(*d*) The place or places of weighment and measuring the description of scales, weights and measures to be used, the periodical inspection, verification, and correction of such scales, weights and measures.

(*e*) The preparation and sanction of plans and estimates for works which are to be constructed partly or wholly at the expense of the Market Committee.

(*f*) The accounts to be kept by Market Committees and the manner in which they shall be audited and published.

(*g*) The preparation and sanction of the budgets of and the submission of reports and returns by Market Committees.

(*h*) The disposal of surplus funds in the hands of the Market Committee.

(*i*) The guidance, generally, of the Market Committees from time to time formed in accordance with Section 3.

(2) All rules under this section shall require the prior approval of the Bombay Legislative Council, and when so approved shall be published in the Bombay Gazette and shall thereupon have the force of law. Any such rules may provide that any contravention thereof or any conditions of a license not otherwise made punishable by this Act shall be punishable with fine which may extend to Rs. 500.

5. The Market Committee may, in respect to the market which they are appointed to manage, with the previous consent of the Director

of Agriculture, and consistently with rules made by the Local Government under Section IV, make rules for the management of the market, and in particular, and without prejudice to the generality of the foregoing rules, for regulating the conditions of trading.

6. The Market Committee, subject to rules made by the Local Government under Section 4, may appoint and employ such officers and servants as may be necessary for the efficient management of the market, and may assign to such officers and servants such salaries as they think fit. Such Committee, in the case of any officer or servant of the Government employed in connection with the market may in addition subscribe for his pension or gratuity and leave allowances in accordance with the regulations of the Government for the time being in force, and in the case of any servant or officer, not being a servant or officer of Government, may provide for the payment of a pension or gratuity, or leave allowance for such officer or servant subject, however, to the provision of any rules made by the local Government under Section 4.

7. All fees collected under rules made under Section 4 of this Act shall be levied at rates calculated so as to meet, as nearly as may be, the expenditure deemed necessary for the purposes hereinafter mentioned, and shall be applied in the first instance to such purposes that is to say:—

(*a*) To the maintenance and improvement of the market or bazar in which the fees are levied, its surroundings and approaches.

(*b*) The construction and repair of buildings, platforms, and other erections necessary for the purposes of such market.

(*c*) The health, convenience, and safety of the persons using such market.

(*d*) The pay, pensions, gratuities, leave allowances and annuities of any officers or servants employed by the Market Committee.

(*e*) Contributions to recognised charities provided for in rules under Section 3 of this Act.

8. (1) All monies received by a Market Committee shall constitute a fund called the Market Committee Fund, and all expenditure under this Act shall be defrayed out of such fund.

(2) The surplus of receipts over expenditure, if any, shall be utilised in accordance with rules made under Section 4 (*h*) of this Act.

9. (1) No trade allowance other than those prescribed by rule under Section 4 or Section 5 shall be recognised in any market or

bazar notified in Section 2 and no Civil Court shall in any suit arising from transactions entered into in any such market, have regard to any usage or trade custom or alleged usage or trade custom to the contrary.

(2) In every transaction entered into in any cotton market notified under Section 3, it shall be presumed that the parties intend that cotton shall be weighed in the sacking, and that the seller guarantees that the sacking of such package shall not weigh more than the weight prescribed by rule made under Section 5.

Explanation.—Every deduction other than deductions on account of deviation from sample when the purchase is made by sample or of deviation from standard when the purchase is made by reference to a known standard, or on account of a difference between the actual weight of the sacking and the standard weight, or on account of the admixture of foreign matter, or on account of the excessive dampness as provided for by rules under Section 5 of this Act shall be regarded as a trade allowance for the purposes of this Act.

10. (1) When the Local Government has, by notification under Section 2, declared any place to be a market for the sale of cotton, no new market or bazar shall except with the sanction in writing of the Local Government and subject to such conditions as the Local Government may think fit to impose be established for the like purpose within ten miles of the market notified.

(2) Whoever establishes a market in contravention of this Act or violates the conditions under which he is authorised to establish a market under this section shall be punishable with fine which may extend to Rs. 500, and in the case of a continuing breach, with fine which may extend to Rs. 100 for each day after the first during which the breach continues.

11. Fees leviable in pursuance of any rules under this Act may be realised as fines under the orders of a Magistrate.

No. G.-103 of the 15th September 1920.

From the Government of Bombay, Revenue Department, to the Government of India, Department of Commerce.

I have the honour, with reference to your letter No. 1718-D of 28th February 1920, to offer the following remarks on the points under reference.

In paragraph 2 of your letter the question of establishing cotton markets on the Berar system in the cotton tracts of the Presidency proper is discussed. I am, in the first place, to communicate the

opinion of the Commissioner in Sind that there are no reasons for the exclusion of that province from the recommendations in question. The opinion is offered that the establishment of such markets will tend to bring the zemindars in direct contact with the buyers, and thus stimulate the formation of co-operative associations, which might otherwise be boycotted by local combinations of traders. On the other hand, the Millowners' Association, speaking for Gujarat and Kathiawar, advance the view that the new system will be difficult to introduce in this area, and that it is most important to avoid all possibilities of disorganising the purchasing facilities at present enjoyed by the public. In this connection, I am to cite the opinion of the Director of Agriculture :—

"There is no doubt that the objects aimed at are sound and that to some extent they can be secured by legislation of the nature proposed. It is a distinct advantage that the market should be open to all, that the brokers and weighmen should be licensed and subject to control, that the fees should be regulated, the weights and measures supervised and the price for the day known. The establishment of such a market does not interfere with any transactions in the villages by which small dealers or agents buy cotton from cultivators, and it is doubtful how far such market will have the effect of bringing the cultivators into direct contact with *bona fide* purchasers and eliminating middlemen. In parts of this Presidency a great deal of the cotton is purchased in the villages by small dealers and brought into the market by them and even in Berar I understand that this commonly happens ; still an open and regulated market, with a Superintendent to whom a cultivator can apply when in difficulty, ought to establish confidence amongst cultivators and induce them to bring their cotton into the market instead of selling it in the villages, except in so far as they sell in advance. I think that it would be a good thing if an Act, based on the Berar Cotton and Grain Markets Law, were passed, and introduced wherever existing cotton markets are to be found large enough to warrant the organization. I presume that the proposals would excite opposition on the part of Dalas and of ginnery owners whose compounds now serve as markets to some extent ; and such provisions as those contained in paragraph 6 of the Berar Act, would probably be unpopular. Some difficulties might also occur in connection with existing markets in which ground has been leased out for a long period to dealers and the dealers have put up godowns. The working of the Act depends in great measure on the nature of the rules framed under the Act, and I think that it will be necessary to frame separate sets of rules with reference to different tracts. In Khandesh conditions are most like Berar, in Gujarat less so, and in the Southern Maratha Country condition

are very different. It will be necessary to consider existing conditions and practices for each tract and to frame rules accordingly."

I am to say that, as at present advised, the Governor in Council is prepared to endorse the view that such markets might, with advantage, be established in Sind as well as elsewhere, but care should be taken to frame different sets of rules for different tracts, in consideration of the local conditions obtaining.

No. 1748-259 of the 28th September 1922.

From Chamber to the Government of Bombay, Revenue Department, Bombay.

I am directed to acknowledge receipt of your letter No. G.-103, dated the 14th September 1922, and its accompaniments, on the subject of the proposed establishment of cotton markets on the Berar system in this Presidency.

2. In reply, I am to state that my Committee approve the provisions of the draft Bill prepared by the Director of Agriculture in the foregoing connection, and communicated to my Committee in the accompaniments to your letter.

APPENDIX V-3.

IMPORTS OF INDIAN GROWN TEA INTO GERMANY.

No. 612-A.C. of the 16th August 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

Export of British Grown Tea in Germany.

I am directed to ask for an expression of opinion of your Chamber, on the proposal made in the subjoined letter, dated 10th August, from the Ceylon Chamber of Commerce.

Copy of letter No. R.N.W.-F.R.S., dated Colombo, 10th August 1922, from the Ceylon Chamber of Commerce.

I am instructed to forward to you the enclosed copies of correspondence relative to a decision by the German Government to increase the import duties on tea into that country.

The matter is considered to be one of great importance to exporters of this commodity and I am to express the hope that if possible representations may be made by your Association to the proper authority protesting against the German Government's decision.

Copy of letter, dated London, 29th June 1922, from the Ceylon Association of London, to the Ceylon Chamber of Commerce, Colombo.

I enclose for your information, copy of a letter, dated 17th June 1922, received from Messrs. John Donaldson & Co., Ltd., in reference to the export of British grown tea to Germany as affected by a proposal to raise the duty. The matter was brought up at our last Council meeting and will be further considered at a joint meeting between ourselves and the Indian Tea Associaton.

Copy of letter, dated 17th June 1922, from the Managing Director, John Donaldson & Co., Ltd., to the Secretary, Ceylon Association in London.

We desire to call the attention of the Association to a matter of urgent importance in so much as it concerns all branches of the tea trade, *viz*:—the importance of Germany as a large and increasing purchaser and distributor of Ceylon teas. Unless prompt measures are taken by our Government, protesting against the German Government's decision to increase the duty on tea in that country, it will so hopelessly handicap that market that it will be unable to buy as formerly.

Briefly the position is that the *present* duty on tea for consumption in Germany is marks 2·20 (gold) per kilogram, or equivalent to 11¾*d.* per English pound, but the German authorities have decided upon an increase to marks 3·50 (gold) per kilogram, or equivalent to 1-8½*d.* per English pound, and although not yet enforced *may be any moment.* The suggestion is that the British Government should submit to that Government a protest that tea be excluded from further increased taxation, as seriously affecting a large circle of British interests, besides materially reducing exports of that commodity, and incidentally in its sphere of influencing exchange not only between this country but also Ceylon and India.

This Company's trade is an importance part of its business and the writer who has just returned from a business visit to that country has had the views of the trade there strongly put before him with a request to induce the authorities here to act promptly; he will, if necessary, be glad to wait on your Committee further in the matter, or arrange for a representative member of the German Tea Trade Committee to do so.

Duty in Germany pre-war and now, is as follows:—

Tea.	1914	(Gold) M.	1·0	per kilo.	5¼*d.*	per lb.
,,	at present	,,	2·20	,, ,,	11¾*d.*	,, ,,
,,	in future (not yet enforced)	,,	3·50	,, ,,	1-8½.	,, ,,

alongside of which for the sake of interest is the duty on coffee, *viz*:—

Coffee.	1914	M.	0·60	per	kilo.
,,	at present	,,	1·30	,,	,,
,,	in future	,,	1·60	,,	,,

As regards the latter, would state that the Brazilian Government acting in the interests of the exporters of coffee from Brazil to Germany, as a result of a protest made, have been able to induce the German Government to cancel the increase recently decided upon of marks 1·60 (gold) per kilogram on coffee, allowing the duty to remain at marks 1·30 (gold) per kilogram. Surely the British Government might follow this lead.

A similar letter to this is also sent to the Indian Tea Association, and we trust severally or jointly, your respective bodies will urgently bring the matter before our Government.

No. 1575/237 of the 4th September 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 612-A.C., dated the 16th August 1922, and enclosure, regarding a suggestion made by the Ceylon Chamber to the effect that the Association should protest to the proper authority against the recent decision of the German Government to enhance the import duty on tea into Germany.

2. In reply I am to state that, as Bombay interests in the tea trade are so small, my Committee do not feel that they

can speak with much authority on the practical side of the question. At the same time, however, my Committee cannot conceive that the present is the most opportune moment in which to press for the remission of either import or export duties or, in any way, to interfere with the fiscal policy of Germany in the manner proposed.

No. 909-A.C. of the 31st October 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

Import duty on Tea entering Germany.

I am directed to acknowledge the receipt of your letter No. 1575/237, dated the 4th September, regarding the above matter. The replies received from the different Chambers vary. In some cases action by the Association is favoured, while in others doubt is expressed whether such action is expedient or, if taken, whether it is likely to be of any use. The subject is not of course one which closely concerns all the Chambers, only a few of them having a direct interest in the tea trade. The President is inclined to think that it could at any rate do no harm, and that it might do some good, if the attention of the Government of India were drawn to the matter in quite a general way, and he would be glad if you would be good enough to inform me, as early as possible, if your Committee would have any objection to a letter being sent to Government on the lines of the draft attached hereto. The question has, as a matter of fact, already been taken up by the Indian Tea Association at home.

Draft letter from the Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Government of India, Commerce Department, Simla.

The attention of this Association has been drawn to a recent decision of the German Government to increase the duty on tea entering that country from marks 2·20 (gold) per kilogram to marks 3·50 (gold). According to the Association information it was at the same time decided to increase the import duty on coffee from marks 1·30 to

marks 1·60 but as the result of strong representations made by the Brazilian Government in the interests of exporters of coffee from Brazil to Germany, the German Government were induced to cancel the proposed increase and to leave the coffee duty at marks 1·30.

2. The Association have been asked to take the matter up with Government and to express the hope that similar representations to those referred to will be made by the Government of India, through the Secretary of State and the Foregin Office, with a view to having the increase in the tea duty cancelled. The Association fully realise of course that the present is perhaps not a very opportune time for pressing such a point on the Government of Germany, but the matter is one of considerable importance to a branch of British trade which may be prejudiced; and in view of the special terms apparently afforded on the representations of the Brazilian Government, to coffee, the Association trust that Government will make such representations as they consider may be likely to be of assistance.

No. 2058/237 of the 13th November 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

Import Duty on Tea entering Germany.

I am directed to acknowledge receipt of your letter No. 909-A.C., dated the 31st October 1922, on the above subject, and to say that the same has received the very careful consideration of my Committee who regret that they are unable to agree to any representation being made to the Government of India such as that outlined in the draft attached to your letter under reply.

2. Moreover I am to reiterate the opinion of my Committee as expressed in their letter of the 4th September last, that the present is a most inopportune moment in which to press for the remission of the import duty on any commodity entering Germany or in any way to interfere with the fiscal policy of that country in the manner proposed.

3. I am desired to add that it is the view of the Committee of this Chamber that any suggestion that the Government of India should endeavour, through the Foreign Office, to bring

pressure to bear upon the German Government to the end that the proposed increase of import duty on tea should not be enforced, would be contrary to what my Committee consider to be the general policy of the Reparations Commission, namely, the restriction of all luxury, or semi-luxury, imports in order that raw materials may have the premier place in Germany's import trade.

4. As indicated in my previous communication on this subject, I am again to point out that the interests of Bombay in the tea trade are small and to suggest that it is open to any individual Chamber of Commerce to make such representations in this connection as it may think necessary. On general grounds, however, my Committee regret that they are unable to fall in with the proposal indicated in your letter of the 31st ultimo.

APPENDIX **W-1.**

INSURANCE MARGINS ON CARGO LOST AT SEA.

No. W.G.W./S.G./888 of the 23rd October 1922.

From Mr. W. G. Warburton, O.B.E., c/o Messrs. Turner Hoare & Co., Ltd., Bombay, to Chamber.

I should like to ask the opinion of the Chamber in regard to the question whether Insurance Margins on cargo lost at sea were the property of the English Shippers or of the importing house on whose account and risk the goods had been purchased and invoiced.

The question arises owing to the shippers having suggested that as the shipping documents had not been negotiated possession on the goods had not passed from them to the Importing House and that therefore they the shippers were entitled to the Insurance Margins.

The Importing House claimed the insurance amounts less Invoice Values on the grounds that :—

(*a*) the goods had been bought on their account and risk and not on the Shippers account ;

(*b*) the goods had been invoiced " For and on account and risk of " the indentors, *i.e.*, the Importing House ;

(*c*) the non-negotiation of the Shipping Documents as usual was simply because the Ship sank the day after sailing and the Shippers had not had time to effect this item of routine. Had the ship sunk a week out at sea the documents would have been negotiated in the usual way and the Importing House would have had to honour the drafts notwithstanding the loss of the goods.

(*d*) the Shippers were considered to be acting as buying Agents for the indentors in this particular transaction, and just as they *Bought* the goods for and on account and risk of the importing house they also *Insured* them for the indentors account, and could in no circumstances lay claim to the Insurance margins.

I beg to enquire whether any custom has been established on the question raised.

No. 1985-271 of the 1st November 1922.

From Chamber to Mr. W. G. Warburton, O.B.E., Bombay.

With reference to your letter, No. W.G.W.-S.G.-888 of the 23rd ultimo, I am to request you to be good enough to state, for the information of my Committee, the terms on which the goods in question were bought as the answer to your query would appear largely to depend on the terms of the contract.

No. W.G.W.-P of the 1st November 1922.

From Mr. W. G. Warburton, O.B.E., to Chamber.

In reply to your letter No. 1985-271, dated 1st November 1922, I beg to state that the goods which went down in the

s.s. "Egypt" related to a number of orders some of which were based on c.i.f. quotations and others were open orders, sent as usual to the shippers, as our buying Agents. In regard to the latter we have an agreement with our buying Agents, as to the rate of commission to be charged. Even in connection with goods ordered on the c.i.f. prices, these c.i.f. quotations are to be based on commissions not exceeding those stated in the agreement.

The main point seems to me to be that the goods were not ordered by the London shippers on their own account and resold to us, but were all bought by the London shippers after receipt of our instructions, and for our account and risk; in fact they were invoiced as for our account and risk. It was only the accident of the ship going down the day after sailing which prevented the documents being negotiated in the usual way.

I trust this is all the information you require, but shall be glad to answer any further queries.

No. 2002-271 of the 4th November 1922.

From Chamber to Mr. W. G. Warburton, O.B.E., Bombay.

In continuation of my letter, No. 1985-271, dated the 1st instant, I am to state that the point raised in your letter, No. W.G.W.-S.G.-888, dated 23rd ultimo, has received the careful consideration of my Committee.

2. In reply I am desired to inform you that the question is one that is not covered by any local custom, but having regard to the statements contained in your letter W.G.W.-P. of November 1st it would appear that you are morally entitled to the Insurance Margins.

3. In the circumstances recited, however, the amount for which the goods were insured would be paid to the assured by the Policy and if the policy were in the name of the shippers and not assigned by them they would receive the money.

4. As between the Shipper and the Consignee the matter is one of law only and must be decided as such in the light of the exact terms of the agreement existing between the two parties.

APPENDIX W-2.

VARIATIONS IN LENGTHS OF PIECE-GOODS SOLD PER YARD.

Dated 17th January 1922.

From Messrs. W. H. Scales & Co., Ltd., Bombay, to Chamber.

We should like to have the opinion of the Chamber on a point of vital importance to all Importers of Piece-goods and, as this point is the subject of a suit now pending in the Bombay High Court, we request that the matter may kindly be treated as urgent and a reply communicated to us as early as possible and not later than 24th instant.

The goods in question are Cotton Fancies such as Stripe Coloured Tussores, Artificial Silk Checks, Mercerised Stripe Twills and Coloured Ducks ordered in pieces of 30/35 yards and/or 40/45 yards.

There are 6 indents each shipped in two lots and as each shipment is a separate contract there are for the purposes of this case 12 contracts. The buyer contends that as the goods tendered are not strictly within the limits of the lengths stated in the indents they are not of contract description and he is not bound to take the goods. We contend that the goods are a fair and reasonable tender according to the custom and practice of the market and that such variations in length are and always have been accepted by buyers in the case of these goods which are sold per yard and in which variations in length do not affect the selling price.

We give four examples of the goods in dispute :—

(*a*) Ordered 3 at each 25 pieces 30-35 yds. = 75 pieces, minimum 2,250 yds., maximum 2,625 yds.

Shipped 3 at each 25 pieces = total 2,489½ yds. made up of 74 pieces from 30 to 35 yds. and 1 piece of 36 yds.

(*b*) Ordered 2 at each 20 pieces = 30-35 yds. = 40 pieces, minimum 1,200 yds., maximum 1,400 yds.

Shipped 2 at each 20 pieces = total 1,330 yds. made up of 38 pieces from 30 to 35 yds. and 2 pieces of 36 yds.

(*c*) Ordered 1 at 24 pieces 30-35 yds. = 24 pieces, minimum 750 yds., maximum 840 yds.

Shipped 1 at 24 pieces = total 811 yds. made up of 21 pieces from 30 to 35 yds. and 2 pieces of 36 yds. and 1 piece of 38 yds.

(*d*) Ordered 1 at 20 pieces 30-35 yds. = 20 pieces, minimum 600 yds., maximum 700 yds.

Shipped 1 at 20 pieces = total 641¾ yds. made up of 18 pieces from 30 to 35 yds. and 1 piece of 28¾ yds. and 1 piece of 37½ yds.

We contend that the defence put forward by the buyer 9 to 16 months after the invoices were received by him is dishonest and frivolous, and that if it is decreed by the High Court that buyers are entitled to reject goods on the ground that they are not of contract description if they vary in any degree from the lengths written in the contract, the result will be that a very large quantity of Piece-goods now held by Importers for account of dealers will be rejected. In the case of our goods the buyer acknowledges to have duly received invoices, shipment samples, notices of arrival and all necessary papers connected with the shipments—he also paid duty and clearing charges for each and every item which was stored by us in the Duty Paid Warehouses on his behalf. No complaint whatever was made by the buyer after receipt of the invoices until the present month when our suit for payment was filed. We are informed by Counsel that the defence is a valid one and unless we prove our contention to the contrary a decree will be given against us and this ruling will become a precedent for all similar cases.

We therefore ask the Chamber to reply to the following points at issue :—

(1) Are the shipments referred to above (*a*), (*b*), (*c*) and (*d*) of contract description and a fair and reasonable tender.

(2) Is the buyer entitled to reject goods as being not of contract description because of variations in lengths.

(3) Have your Committee any other observations to make with regard to the issue.

No. 137-48 of the 25th January 1922.

From Chamber to Messrs. W. H. Scales & Co., Ltd., Bombay.

I am directed to acknowledge receipt of your letter of the 17th instant in which the opinion of my Committee is invited upon certain points in connection with the custom of the trade regarding variations in lengths of piece-goods sold per yard.

2. I am to quote for facility of reference the specific questions raised in the last paragraph of your letter, which summarise the points at issue, namely :—

"(1) Are the shipments referred to above in (*a*), (*b*), (*c*) and (*d*) of contract description and a fair and reasonable tender ?

(2) Is the buyer entitled to reject goods as being not of contract description because of variations in lengths ? "

3. In reply I am to state that, in the opinion of my Committee, according to the custom of the trade the answers to the foregoing question are as under :—

(1) The shipments in question are such as are usually supplied against contracts of the description under reference and are a fair and reasonable tender, and to the knowledge of the Committee of the Chamber, have never been disputed.

(2) According to the custom of the trade the buyer is not entitled to reject goods owing to such variations in lengths as are described in your letter of the 17th instant.

APPENDIX W-3.

FEES FOR GIVING EXPERT EVIDENCE IN COURTS OF LAW.

No. 15-M.L. 9 of the 26th May 1922.

From the Karachi Chamber of Commerce to Chamber.

My Committee will esteem it a great favour if you would kindly ascertain and supply this Chamber with information as to what fees are paid to members of business houses who are summoned to give expert evidence in the various courts in Bombay.

No. 947-166 of the 16th June 1922.

From Chamber to the Karachi Chamber of Commerce.

I am directed to acknowledge receipt of your letter, No. 15-M.L.G., dated the 26th May 1922, enquiring as to the amount of the fees paid to members of business houses who are summoned to give expert evidence in the various courts in Bombay.

2. In reply I am to state that my Committee understand that there is no recognized scale of fees paid for the services in question but that such a matter is usually arranged by the parties concerned beforehand.

3. I am, however, to add that the fees actually paid are not necessarily the fees which the High Court will allow on taxation and they are informed that, except in very exceptional circumstances, the highest fee which that body will allow is Rs. 30 per day.

APPENDIX X-1.

HOLIDAYS UNDER SHIPPING ORDERS.

No. 50 M.L.S. of the 26th July 1922.

From the Karachi Chamber of Commerce to Chamber.

I should be glad if you would kindly inform me, for the guidance of this Chamber, whether, and if so, to what extent, Shipping Orders are governed by Holidays regulating Charter Parties in Bombay.

The view has been put forward that this Chamber has no right to legislate regarding Shipping Orders, in which there is no provision for holidays at all. Others maintain that Charter Party holidays should apply equally to Shipping Orders.

It has been observed that in the Bombay Chamber's holiday list the Charter Party holidays are declared "Under Charter Parties" only, whereas the Bengal Chamber declares them under Charter Parties and Shipping Orders also.

No. 1440-219 of the 22nd August 1922.

From Chamber to the Karachi Chamber of Commerce.

I am directed to acknowledge receipt of your letter, No. 50 M.L.S., dated the 26th July 1922, in which you enquire as to the extent to which shipping orders are governed by holidays regulating Charter Parties in Bombay.

2. In reply I am to state that whilst shipping companies in this port do not recognize Charter Party holidays under ordinary shipping orders, in practice they ensure by means of giving an adequate number of days' notice that shippers shall not be called upon to work on a Charter Party holiday should they not so desire.

APPENDIX X-2.

PUBLIC HOLIDAYS IN 1922.*

Dated 21st June 1922.

From the Associated Exchange Banks, Bombay, to Chamber.

As I understand that the Bengal Chamber of Commerce are approaching the Government of Bengal with a view to having Saturday, July 1st, declared a Bank Holiday I, on behalf of the Associated Exchange Banks in Bombay, will be greatly obliged if the Bombay Chamber of Commerce will make a similar application to the Government of Bombay as it will be a great convenience to Banks in Bombay to be closed to the Public on that date as they are thereby enabled more satisfactory to cope with the additional heavy work in connection with their half-yearly balances.

No. 985-32 of the 21st June 1922.

From Chamber to the Government of Bombay, Financial Department.

I have the honour to confirm the despatch of the following telegram to your address to-day :—

> "Committee Bombay Chamber understand Bengal Government have been approached by Bengal Chamber with a view to notification of Saturday first July next as a holiday in order to enable banks to cope with additional work in connection with half yearly balances. Committee strongly urge that Bombay Government act in conformity with Bengal Government with regard to the proposal which has their entire approval."

* The correspondence with regard to the desirability of notifying Empire Day as a holiday at the same time as the usual annual list of Public holidays under the Negotiable Instruments Act, 1881, will be found in the Chamber's Report for 1921, Vol. II, pages 1133-36.

In connection with the above I have the honour to forward for your information the attached copy of letter that I have received from the Chairman of the Associated Exchange Banks, Bombay.

No. 1009-32 of the 23rd June 1922.

From Chamber to the Associated Exchange Banks, Bombay.

I am directed to acknowledge receipt of your letter, dated the 21st June 1922, suggesting that this Chamber should address the Government of Bombay with a view to the declaration of the 1st July 1922 as a Bank Holiday and to attach hereto a copy of a representation my Committee have made to that Government.

No. 1345-A of the 25th June 1922.

From the Government of Bombay, Finance Department to the Chamber.

I am directed by the Governor in Council to inform you that Saturday, the 1st of July 1922, has been declared as a Public Holiday under the Negotiable Instruments Act, 1881, in order to allow Banks, time to make up their half-yearly accounts.

APPENDIX **Y-1.**

GERMAN CONSULATE IN CALCUTTA.

No. 442-A.C. of the 4th May 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to the Chamber.

THE EX-ENEMY QUESTION.

With reference to the discussion which took place on this subject at the annual general meeting on the 30th and 31st January 1922, I am directed to send you herewith, for information, a copy of the undernoted letter from the Government of Bengal.

Copy of letter No. 25 P. D., dated Darjeeling, the 21st April 1922, from the Government of Bengal, Political Department, Political Branch.

I am directed to acknowledge the receipt of your letter No. 255 A.C., dated the 28th March 1922, with which you forwarded a copy of the report of the discussion in connection with the resolution on the exclution of ex-enemy subjects from India which was adopted at the annual general meeting of the Associated Chambers of Commerce of India and Ceylon held in Calcutta on the 30th and 31st January 1922.

In reply, I am to say that the recognition of the appointment of a Consul-General for Germany at Calcutta was made in the interests of trade and reciprocity without prejudice to the policy for the general exclusion of ex-enemy foreigners from India, since serious drawbacks might result from the absence from India of any consular representative of ex-enemy states.

No. 781-152 of the 19th May 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter, No. 442-A.C., dated the 4th May 1922, and its accompaniment upon the subject of the exclusion of ex-enemy subects from India and to thank you for the information therein contained.

APPENDIX Y-2.

INFORMATION REGARDING STRIKES IN THE BOMBAY PRESIDENCY.

No. 5953 of the 16th March 1922.

From the Director, Labour Office, Bombay, to Chamber

As it is considered desirable to improve the information regarding strikes in the Bombay Presidency, it is proposed to follow the example of other countries and obtain information

from employers as on the form below. I am therefore to ask you to be good enough to furnish the Labour Office with criticisms at your earliest convenience. An early reply will be much appreciated.

DRAFT LETTER TO EMPLOYERS OF LABOUR.

The Labour Office is desirous of obtaining a complete and accurate record of strikes and lock-outs in this Presidency, as they occur, for publication in reports on this subject and also in the Labour Gazette. The information is required not with a view to intervening in disputes but in order that the office may be kept fully informed. Accordingly I am to forward you a copy of the enclosed form and to ask you to be good enough to furnish answers to the questions asked therein. If, from any cause, you are unable at present to answer the questions on Part II of the form, will you be so good as to fill in and return Part I at once, and send Part II as soon as it is possible to do so ?

LABOUR OFFICE, BOMBAY.

Return relating to dispute.

.....

.....

.....

Please state the name and address of the firm or person by whom this Return has been filled up.

Name and address.

.....

.....

Information for the use of the Labour Office, The Secretariat, Bombay.

Strikes and Lock-outs.

Part I.

(To be forwarded in the enclosed envelope as soon as possible, without waiting for termination of dispute.)

Question.	Answers.
1. The place where the strike or lock-out occurred.	
2. Name of concern involved.	
3. The full strength of the factory or concern involved.	
4. The number of workpeople :— (*a*) On strike or locked-out. (*b*) Other workpeople at same Establishment who were thrown out of work owing to the strike or lock-out, although not themselves parties to the dispute. Total number of workpeople involved.	
5. Cause or object of strike or lock-out. (enclose copy of any application or notice connected with the origin of the dispute.)	
6. Was any trade union or any similar organisation concerned ? If so, please give the names and addresses of the President and Secretary.	
7. Date of the first day on which the workpeople were absent from work through strike or lock-out, (If notices were handed on, give also date of notice.)	

Information for the use of the Labour Office, Bombay, The Secretariat, Bombay.

STRIKES AND LOCK-OUTS.

PART II.

(To be forwarded in the enclosed envelope as soon as the dispute is terminated, without waiting for final settlement, if negotiations are still pending.)

Questions.	Answers.
8. Date of termination of strike or lock-out, *i.e.* :— (*a*) The last week-day on which the workpeople were on strike or locked out, or (*b*) If there was no definite end to the dispute, the date by which it may be regarded as practically closed.	
9. Terms of settlement of strike or lock-out. (If final terms have not yet been settled, please give the provisional terms of settlement. Please enclose copy of any printed or written agreement that may have been made.) Describe briefly the steps taken which resulted in the settlement, giving the names of any organisation or persons assisting to bring this about.	

No. 536-110 of the 5th April 1922.

From Chamber to the Director, Labour Office, Bombay.

I am directed to acknowledge receipt of your letter, No. 5953, dated the 16th March 1922, in which you enclose a draft form of Return framed to provide the Labour Office with tabulated information as to strikes and lock-outs occurring in the Bombay Presidency, and upon which you invite criticism from this Chamber.

In reply, I am to state that my Committee consider the specimen form submitted quite suitable for the purpose proposed, but I am desired to emphasize that this opinion is without prejudice to their views generally as to the utility or otherwise of the collection of information regarding strikes and lock-outs in the Bombay Presidency.

APPENDIX Y-3.

GOVERNMENT OF INDIA GRANT TO THE IMPERIAL INSTITUTE.

No. 880 A.C. of the 21st October 1922.

From the Associated Chambers of Commerce of India and Ceylon, Calcutta, to Chamber.

I am directed by the President to send to you for information, copy of a letter dated the 18th August addressed to him by the Association of British Chambers of Commerce, together with copies of the first two of the three enclosures referred to in it. On receiving this letter, the President considered it desirable to make enquiries as to the position with reference to the Government of India's discontinuance of the annual grant to the Institute, and he has received from Mr. J. Hullah, I.C.S., Secretary to the Government of India, Department of Revenue and Agriculture, ad.o. letter dated 12th October of which also a copy is enclosed.

2. While in any case the President thinks there is littlle likelihood of the Government of India, reconsidering their decision to discontinue the grant, he will be glad to learn the views of members of the Association as to the desirability of taking the matter up with Government. The sum involved is so small that it seems to the President unfortunate that in this matter India, at the instance of the Government and not of the Assembly should have dissociated itself from the support generally given to the Imperial Institute by all parts of the Empire. Once given up it will be hard and perhaps inadvisable to make any attempt to persuade the Assembly to renew the grant and a debate might only feed the flame of anti-Empire hatred. Possibly, however, some members may wish to propose a resolution on the subject at the annual meeting of the Association in January.

Dated 18th August 1922.

From the Association of British Chambers of Commerce, London, to the Associated Chambers of Commerce of of India and Ceylon, Calcutta.

I am directed by Sir Arthur Shirley Benn, K.B.E., M.P., President, and the Council of this Association, to inform you that at the Quarterly Meeting of the Association on July 19th, the delegates heard with much regret of the decision of the Government of India, to discontinue its annual grant of £1,400 per annum, to the Imperial Institute.

The Association passed the following resolution and I was directed to transmit a copy to you with a request that you would be good enough to communicate it to the British Chambers of Commerce in India :—

> "That this Association of British Chambers of Commerce greatly regrets the decision of the Government of India to discontinue its annual grant to the Imperial Institute. In view of the valuable work which the Institute has done for India, with which the Association of British Chambers of Commerce has in recent years been closely associated, and the importance of the Institute work not only to the industrial development of India, but to Indian trade with this country the Association earnestly hopes that the Government of India will reconsider this question, especially in view of the increased support which other Governments, including the British Government have now

decided to give to the Imperial Institute, in order to develop the operations of the Institute on the broadest lines in the interests of all the parts of the Empire."

In transmitting this resolution to you I am to forward (1) a Memorandum prepared by Sir Harvey Adamson, K.C.S.I., Chairman of the Committee for India of the Imperial Institute, (2) copy of Sir Harvey Adamson's letter to the "Pioneer", January 30th, 1920, (3) copy of the "Bulletin" of the Imperial Institute summarising its operation.

I am to express the hope that the terms of the resolution may receive your most favourable consideration and that you will be good enough to take such steps as you consider desirable to urge the Government of India to reconsider their decision to discontinue the annual grant.

IMPERIAL INSTITUTE.

WITHDRAWAL OF THE INDIAN CONTRIBUTION TO THE IMPERIAL INSTITUTE.

Note by Sir Harvey Adamson, K.C.S.I., Chairman, Committee for India, Imperial Institute.

The question of severing India's connection with the Imperial Institute arose on the report of the Indian Industrial Commission which was presided over by Sir Thomas Holland.

In this report Sir Thomas Holland expressed dissatisfaction with the work which the Institute was doing for India, and stated that there was no longer any reason for the expenditure of Indian revenue on the Institute.

A perusal of the evidence given before the Commission, on which the report was based, shows small justification for this condemnation. The evidence affecting the Institute is scattered through a large volume and is not easily accessible to the casual reader. The Committee for India have collected the scattered pieces of evidence, both for and against the Institute, and have exhibited them in a condensed and readily intelligible form in an Appendix to their report, from a perusal of which it will be seen that the evidence is on the whole favourable to the Institute, and that the portions which are unfavourable are capable of a satisfactory explanation. The Institute was not given an opportunity of refuting inaccurate statements made by witnesses, and most damaging of all to the report of the Commission, so far as it affects the Institute, is the fact that no representative of the Institute was invited to give evidence written or oral to the Commission.

After consideration of the report of the Indian Industrial Commission the Government of India in 1918 addressed a despatch to the Secretary of State expressing their grounds of dissatisfaction with the Institute and recommending the discontinuance of the Indian contribution with effect from the end of that year. This despatch was communicated to the Institute, and the Committee for India after full investigation submitted through the Secretary of State to the Government of India a report completely traversing all the criticisms.

Briefly stated the grounds on which the Government of India proposed the severance of their connection with the Institute are, that the Institute is unfitted to carry on the dissemination of commercial intelligence on behalf of India, a work which can be better done by the Indian Trade Commissioner, that research work on Indian raw materials should be conducted in India and not in England, that the collections in the Indian Galleries of the Institute are antiquated and not worth preserving, and that in any case such a collection is of little use to India.

It is not proposed to burden this note, which is mainly a historical summary of events, with the long reply which the Committee for India in their report made to the criticisms on the Intelligence and Research Departments of the Institute. For a full understanding of these questions reference must be made to the report of the Committee. Annexed, however, is a letter to the "Pioneer", dated 29th December 1919, which may help to give a general impression of the views of the Committee on the technical questions involved.

The criticism on the Indian collections and the proposal to disperse them call for more detailed comment.

The statement in the despatch that the Indian collections at the Institute are antiquated and ill-kept has no better authority than a report of 1906, long before the staff of the Institute took charge of the collections, and altogether ignores the fact, apparently unknown to the Government of India, that the Institute since it assumed charge has reorganised and improved them, and converted them into a fairly representative exhibition.

It must be admitted however that the Indian Collections are not up to the standard of the Collections of the Dominions and many of the Colonies, but it is unfair to impute to the Institute, discredit for their effects.

It is obviously impossible for any institution in England to provide an up-to-date exhibition of the resources of any overseas country unless the Government of that country itself takes an interest in the exhibition, and co-operates in obtaining and supplying the articles which it desires to show together with adequate information for their description. If the only source of replenishment lies in offers by private individuals and firms, the exhibition must be to a considerable extent haphazard and not fully representative.

It has been the practice for the Government of the Dominions and of many of the Colonies to obtain and supply the exhibits which they desire to be shown in the galleries of the Institute. Of course, this does not preclude the Institute from accepting other exhibits which have been offered by private individuals or firms. In addition to providing exhibits and full and accurate information respecting them these Governments also supply from time to time many improvements in the fittings of their courts, that is to say showcases, pictures and photographs, statistical boards, diagrams, models, etc.

The position with regard to India is that since the post of Reporter on Economic Products, was abolished many years ago, very few exhibits have been supplied by the Government of India, and requests for improved equipment in the shape of showcases, etc., have not been complied with. The exhibits originally presented by the Government of India are now to a large extent out of date and the Indian section has been maintained at its present level only by eliminating obsolete exhibits and obtaining new exhibits from private individuals and firms.

Any one who visits the Institute and contracts the Indian section with the Canadian section will readily see that the inferiority of the one to the other marks the degrees of interest that the respective Governments take in their collections, and is not due to any neglect on the part of the staff of the Institute. Indeed he will be surprised that the Indian section, in view of the adverse circumstances of its replenishment, has attained its present level.

The Government of India assert in the despatch that an exhibition of Indian resources in England is of little importance to India, and express their intention of abandoning the Indian gallery and dispersing the exhibits which belong to them. This is surely a very narrow and parochial view to take. It ignores the usefulness of the collections for research and intelligence purposes, to merchants and manufacturers and to an intelligent public, their educational usefulness, and their usefulness as an advertisement of the resources and industries of India, benefits some direct and others indirect which all eventually reflect on India and increase knowledge in this country of India, her people and her resources.

The Imperial Institute is the only place in the Empire, where the present position and resources of the various countries of the Empire are shown and illustrated by pictures, descriptions, etc., side by side in one permanent all-Empire exhibition. It would be deplorable if this exhibition, which is an object of pride to the United Kingdom and to the overseas countries which are represented in it, were shorn of its comprehensive character by the exclusion from it of so important a part of the Empire as India.

To return to the history of events, the decision of the Government of India on the report of the Committee for India was communicated

to the Institute in August 1920. It intimated that the Government of India adhered to the view expressed in their despatch of 1918, but agreed to continue the contribution until March 1921, pending receipt of a report on the Institute by Sir William Meyer, the High Commissioner for India.

Meanwhile Lord Milner, the Secretary of State for the Colonies, impressed with the inadequacy of the financial support given by the various countries of the Empire to the Imperial Institute, had addressed a despatch on the subject to the Dominions and other overseas countries, including India, appreciative of the work which the Institute had done and was doing in promoting the utilisation of the commercial and industrial resources of the Empire, and showing that the income of the Institute was inadequate for the extension or even continuance of this work. On these grounds, Lord Milner appealed for an increase of contributions, promising that the Treasury would give an annual grant of £10,000, if the total contributed by overseas Governments were increased to £30,000. This appeal received a cordial response with the result that the Treasury condition was fulfilled and an income of £40,000 was assured to the Institute.

On hearing that Sir William Meyer had been asked to report on the question at issue the Committee for India not unreasonably expected that he would arrange with them or with the Director of the Institute to visit the Institute and investigate the nature of the work which the Institute is undertaking for India, and that he would frame his conclusions after hearing the representatives of the Institute and giving opportunity for such explanations as might be required. To the surprise of the Committee for India, no such procedure was adopted. Sir William Meyer's report was made without any representative of the Institute being heard.

The Government of India, after considering Sir William Meyer's report, communicated their final decision to the Institute. They declined to participate in Lord Milner's scheme, and intimated that their present contribution of £1,400 would as a matter of grace be continued until March 1923, but would be withdrawn entirely from that date. The decision contained no statement of the reasons which led them to dissent from the conclusions arrived at by the Committee for India, nor did it disclose the contents of Sir William Meyer's report. It merely repeated their former statement that they adhered to the views expressed in the despatch of 1918.

The Committee for India applied to the India Office for a copy of Sir William Meyer's report, which was refused.

This completes the history of the case up to the present date. The Institute has been condemned unheard, first by the Industrial Commission, and last by Sir William Meyer. The reasons for the condemnation have been consistently withheld from the Institute. The opinions in favour of the Institute of the manufacturers and merchants

in England as expressed by the Britsh Chambers of Commerce and the mercantile members of the technical Committees of the Institute have been ignored. The Government of India have declined to consult mercantile opinion in India. In the Legislative Council of India, on 24th September 1919, the Member for the Calcutta Chamber of Commerce asked whether Chambers of Commerce would be consulted before action was taken and the reply was in the negative.

It may be that the present work of the Imperial Institute for India, can be improved, indeed much has been done in recent years to improve it. If the Government of India are not satisfied that the grant of £1,400 a year has been expended to the best advantage, surely the Imperial Institute should be afforded the opportunity of knowing the wishes of the Government of India and of complying with them.

The primary question whether the Indian contribution of £1,400 is to be withdrawn is in view of the enhanced income of the Institute comparatively unimportant. The wider and more significant question is whether the work which the Imperial Institute has done for the whole Empire, is to be discontinued for India, and whether the comprehensive exhibition of resources at South Kensington is to be deprived of its All-Empire character by the exclusion of the resources of India.

SIR HARVEY ADAMSON'S LETTER OF THE 29th DECEMBER 1919, TO THE "PIONEER", PUBLISHED WITH EDITORIAL REFERENCE ON 30TH JANUARY 1920.

My attention has been drawn to the following question and answer at a meeting of the Imperial Council on 24th September 1919.

The Hon. Mr. W. C. Crum asked:—

"With regard to the statement in paragraph 132 of the report of the Industrial Commission that there is no longer any justification for the expenditure of Indian revenue on the Imperial Institute, will Government be pleased to state:

(*a*) what annual grant is paid to the Imperial Institute;

(*b*) whether they are aware that it is held in certain quarters that the work of the Imperial Institute is of considerable value to merchants; and

(*c*) whether they will consult Chambers of Commerce before taking action in the matter."

The Hon. Mr. R. A. Mant replied :—

"(*a*) An annual grant of £1,300 is paid to the Imperial Institute from Indian revenues, namely :—

		£.
(1)	A maintenance grant to cover all charges in connection with the Indian Section other than the Scientific and Technical Department of the Institute	1,000
(2)	For the Scientific and Technical Deapartment	200
(3)	Half the pay of the Indian representative appointed by the Secretary of State on the Managing Committee of the Institute	100

The Institute also enjoys the interest on a special sum of £ 34,000 contributed by India which was invested as an Endowment Fund.

"(*b*) The Government of India are aware that the Imperial Institute is occasionally consulted by merchants in India, but they anticipate that inquiries on commercial subjects will in future be addressed mainly to the Indian Trade Commissioner in London, who has been appointed for the special purpose of giving assistance of this nature.

"(*c*) The Government of India are in correspondence with the Secretary of State on the subject of continuing their contributions to the Institute, and they cannot at present give any undertaking on the subject.

The financial errors in the answer exhibit absence of up-to-date knowledge in the Secretariats of India of matters concerning the Imperial Institute, similar to that which was so conspicuous in the Report of the Indian Industrial Commission. An annual grant of £200 to the Technical Information Bureau is omitted. The item of £100, half pay of the Indian representative appointed by the Secretary of State on the Managing Committee, refers to conditions which disappeared when the Imperial Institute Act of 1916 came into operation. Since 1916, there has been no such representatives in existence and this sum has not been expended. His place has been taken by a large and influential Committee for India. The special sum of £34,000 which was invested as an Endowment Fund was not given by the Government of India, but was part of the sum contributed by private donors, among whom the Princes of India bulk largely, for the erection of the building. If the grants made by the Government of India are withdrawn, the only Indian contribution to the current expenses of the Imperial Institute will be the income from these unofficial subscriptions.

These are perhaps trifling inaccuracies, but the point in the answer to which I particularly desire to attract the attention of the commercial

community in India is the statement that the Indian Trade Commissioner in London is in future to carry on the work which the Imperial Institute has hitherto done of answering inquiries on commercial subjects. This statement shows a complete misconception of the work of this nature conducted at the Imperial Institute. The Trade Commissioner, an officer of the Indian Civil Service, has neither scientific attainments nor technical knowledge, and he has no trained establishment of experts under him. He can, therefore, be at best a re-directing Post Office for transmitting information from England to India and *vice versa*. He is doing valuable work in this respect, but this work is entirely different from, and does not conflict with the work which the Imperial Institute is doing in answering commercial inquiries. Indeed the trade Commissioner frequently refers cases which are beyond his own scope to the Institute. The work of disseminating commercial information which the Imperial Institute is doing not only for India, but for all countries of the Empire, is conducted in close touch with commercial firms at home, supported by Committees which include representatives of the chief users, and assisted by a Staff who possess knowledge of the occurrence of the materials and also of the manufacturing processes connected with their commercial employment, and consists not only of transmitting information but of sifting it thoroughly and ascertaining its utility. The work of this nature which is done at the Imperial Institute is immense in volume, which in itself is an index of its appreciation. It is surprisingly described in the answer in the words "The Government of India are aware that the Imperial Institute is occasionally consulted by merchants in India."

I take this opportunity of mentioning two other points not referred to in the answer on which the Government of India have been misled by inaccurate knowledge :—

Firstly, they have proposed that research work on Indian materials should not be continued at the Imperial Institute, but should be conducted in the future almost entirely in laboratories in India. No one will dissent from the view that so far as possible scientific research work on a material should be conducted in its country of origin. But the Government of India have erroneously assumed that the research work conducted at the Imperial Institute is, like research work in India, purely scientific. It is in reality specialised research, partly scientific, partly technical, but largely commercial, requiring an investigation by a specially trained staff, including technical experiments and commercial trials made in consultation with manufacturers and merchants. Its object is to assist India in finding employment for her abundant raw materials, in England, in India, and in other parts of the Empire. For this important work the Imperial Institute fulfils a definite purpose which can be secured only by a central organisation at Home. This purpose obviously cannot be attained by scientific research in India, the principal utility of which is to effect improvements in the methods of production.

Secondly, the Government of India have proposed to abandon and disperse the collections in the Indian Galleries of the Imperial Institute which they have pronounced to be of little importance to India, ignoring their use to manufacturers, their use to an intelligent public and their use to schools, all of which will ultimately reflect benefit on India. While other countries of the Empire, Canada, South Africa, and Egypt are now improving and extending their exhibits at the Institute, India contemplates abandoning her collections altogether, leaving her as the one country in the Empire unrepresented in this Imperial Exhibition. This proposal is based on the assumption that the Indian Collections are in the same condition now as in 1906 before the Imperial Institute took charge of them, whereas as a matter of fact the Institute has reorganised and improved and extended them, and made them into a really representative, though as yet not an absolutely complete collection.

The Imperial Institute has done a great work for India especially during recent years, not only in investigations made on references but in the exhaustive enquiries resulting in well considered reports of the various Committees on Indian raw materials, such as hides, skins, vegetable tanning materials, rice and other food grains, oil seeds, gums and resins, timbers, silk, drugs and materials suitable for the manufacture of paper. All this work is carried on with the assistance of the expert staff of the Institute, and in communication with leading manufacturers and merchants, some of whom are members of the Committees concerned whilst others have given evidence of their special subjects and have conducted special enquiries and manufacturing trials of these Indian materials.

The primary question between the Government of India and the Imperial Institute is whether the small grants enumerated above are to be continued, but this is really a minor issue as compared with the question whether the work which the Imperial Institute has done for all countries of the Empire is to be discontinued for India. Merchants and manufacturers, whether in England or in India are in the best position to know whether this work has been of utility to them and it is for them to make their voices heard before the question is decided. It would be well for them to observe that the answer to the Hon. Mr. W. E. Crum's question whether Chambers of Commerce would be consulted before action was taken was that no undertaking could be given on the subject.

Editorial reference to Sir Harvey Adamson's letter in "Pioneer" of Friday, January 30th, 1920.

"On another page of this issue will be found a letter from Sir Harvey Adamson, Acting Chairman of the Indian Committee of the Imperial Institute, challenging the contention of the Industrial Commission that there is no longer any justification for the expenditure of Indian

revenues on the Institute and drawing attention to certain inaccuracies in the answer given by Mr. Mant in the Imperial Legislative Council to a question by Mr. Crum concerning the funds actually contributed by the Government of India to the maintenance of the Institute. Sir Harvey, it will be seen, makes out a strong case for the continuance of these contributions, arguing that the work done by the Institute in disseminating commercial information and in research is of immense importance to India's manufacturers and merchants."

D.O. No. 872 of the 12th October 1922.

From Mr. J. Hullah, I.C.S., Secretary to the Government of India, Department of Revenue and Agriculture, Simla, to Mr. C. W. Rhodes, C.B.E., M.L.A., President, Associated Chambers of Commerce of India and Ceylon, Calcutta.

Discontinuance by the Government of India of their annual grant to the Imperial Institute, London.

With reference to your letter of the 18th September on the above-mentioned subject, I am desired to inform you that the reasons for the Government of India's decision were briefly as follows.

As regards the dissemination of commercial information the organization of the Institute was not such as to fit it for this purpose, and that our Indian Trade Commissioner in London was a better agency.

As regards research work on Indian raw materials, the Scientific Departments in India now maintain special staff and laboratory equipment and most of the work will, therefore, be done in this country in the future. For vegetable products this is in most cases essential. Special investigations could be referred to the Department of Scientific and Technical Research in the United Kingdom. On mineral questions the work of the Institute would be completely superseded by the Imperial Mineral Research Bureau which is supported financially by the Government of India.

As regards the exhibition of Commercial collections relating to India, the collection in the Institute was useless, antiquated and ill-kept.

2. The Government of India regret their inability to supply you with a copy of the report on the Institute prepared under their instructions by the High Commissioner for India which is a confidential document and merely confirmed the Government of India in the conclusion at which they had already arrived—namely that the Institute was of the little or no utility to India.

Although it was originally intended to cease our adherence to the Institute after the 31st March 1919, the Government of India decided, in order to save the Institute from embarrassment, to continue their annual contribution of £1,400 up to the end of the year 1922-23 but they see no justification for the continuance of the grant after the close of the current year. Steps have, we understand, already been taken to abolish the Indian section and the space allotted to it has been appropriated for other purposes.

No. 2057-277 of the 13th November 1922.

From Chamber to the Associated Chambers of Commerce of India and Ceylon, Calcutta.

I am directed to acknowledge receipt of your letter No. 880-A.C., dated the 21st October, 1922, with regard to the discontinuance by the Government of India of their annual grant to the Imperial Institute, London.

2. In reply I am to state that my Committee, for the reasons set forth in your letter, are not disposed to urge the Government of India to reconsider their decision in regard to the grant in question although they deprecate the action which Government have seen fit to adopt in the matter.

APPENDIX Y-4.

REFINING OF SILVER AT THE BOMBAY MINT.

Dated 2nd August 1922.

From Rai Bahadur Sewnarain Baldeodas and other members of the Bombay Bullion Merchants' Association, to Chamber.

We, the undersigned, request you to ask His Majesty's Mint or the Government of Bombay to refine silver bars. At present, the Mint is refining gold bars. Several years back, the Mint used to refine silver also but they do not do so at present. Will you kindly use your influence and request

them to do the refining as it will be of great advantage to the commercial public of India.

No. 1479/229 of the 25th August 1922.

From Chamber to the Bombay Bullion Merchants' Association.

I am directed to acknowledge receipt of your letter, dated the 2nd August 1922, requesting this Chamber to ask His Majesty's Mint or the Government of Bombay to refine silver bars.

2. In reply I am to say that my Committee regret they do not see their way to take any action in the matter.

APPENDIX Y-5.

TEACHING OF ESPERANTO IN SCHOOLS.

No. 1427-F of the 27th June 1922.

From the Government of Bombay, Educational Department, to Chamber.

I am directed by the Government of Bombay (Transferred Departments) to state that the League of Nations is considering the question of adopting Esperanto as a common international language. I am to request that you will be good enough to favour Government at an early date with the views of your Chamber regarding the desirability of teaching Esperanto in schools in India.

No. 1117/184 of the 6th July 1922.

From Chamber to the Government of Bombay, Educational Department.

I am directed to acknowledge receipt of your letter, No. 1427-F., dated the 27th June 1922, requesting the views

of my Committee with regard to the desirability of teaching Esperanto in schools in India.

2. In reply I am to state that my Committee are strongly of opinion that no steps should be taken by Government to teach Esperanto in schools in India until it is in common use in other parts of the world and, further, until the Indian Budget shows a surplus which is not required for defence, sanitation, and ordinary vernacular and English education.

APPENDIX Y-6.

TRADE WITH ZANZIBAR.

Dated the 3rd August 1922.

From the Zanzibar Chamber of Commerce to Chamber.

I am directed to draw your attention to the enclosed Resolution which was unanimously carried at the last General Meeting of this Chamber, and to ask for your support in the matter.

The disability which such regulations place upon trade is a very real menace to the already dwindling trade between Zanzibar and Portuguese East African Ports. The trade between the two countries in the year 1920 was 2·60 per cent. of Zanzibar's total trade, whereas in the year 1921 the proportion was only 1·64 per cent. of the whole trade of this Island.

Zanzibar being an important transhipment port on the Eastern Coast of Africa it is clear that any restrictions placed on the trade of this port adversely affects all countries interested in East African business.

My Chamber feel that only by concerted action can any real remedy be anticipated, and confidently ask your Chamber

to take such steps as they may deem most effectual in securing amelioration of the restrictive regulations referred to.

Thanking you in advance for your sympathetic action and assuring you of this Chamber's willingness at all times to reciprocate your service.

RESOLUTION CARRIED UNANIMOUSLY AT GENERAL MEETING OF THE ZANZIBAR CHAMBER OF COMMERCE, HELD 26TH JULY 1922.

"That the attention of the Zanzibar Government be invited to the recently introduced regulations of the Portuguese Government requiring certificates (in triplicate) of value in respect of all goods exported to Portuguese East African Ports to be filed at the Portuguese Consulate, at a charge of Rs. 15 per Invoice (plus 3 annas each for forms). In the opinion of this Chamber such a charge is very detrimental to the coastwise trade of this Island, seeing that individual shipments to the smaller ports of Portuguese East Africa are usually very small in quantity and value, and that consequently the flat charge of Rs. 15 operates as a prohibitive tax against small Exporters, while the trade of such ports as Ibo, Porto Amelia, etc., does not permit of shipments being made of sufficient substance to render the charge in question uninjurious. That this charge is, therefore, calculated to retard free development of traffic between ports of the two countries, which in the course of time should develop to an important extent. That the consequent reduction in traffic is likely to result in the cessation of regular direct marine communication with the smaller ports. That the Zanzibar Government be requested to make suitable representations to the Portuguese Government with a view to the modification of the regulations in question, so as to restore freedom of trade between the two countries. That copies of this resolution be sent to the London Chamber of Commerce, all East African, South African and Indian Chambers of Commerce, with whom this Chamber is in communication, with an invitation to them to take sympathetic action."

No. 1627-243 of the 12th September 1922.

From Chamber to the Zanzibar Chamber of Commerce.

I am directed to acknowledge receipt of your letter, dated the 3rd August 1922, and its accompaniment, in which the

support of this Chamber is requested to the efforts which you are making to effect the removal or modification of the regulations recently introduced by the Portuguese Government under which certificates of value, in triplicate are required to be filed at the Portuguese Consulate, in respect of all goods exported to Portuguese East African Ports, at a charge of Rs. 15 per invoice, plus 3 annas per form.

2. The matter has received the careful consideration of my Committee who appreciate fully the extent to which the regulations in question, and the excessive and exhorbitant charges imposed thereunder, affect detrimentally the development of trade between Zanzibar and the ports in question but they regret that the enquiries they have made do not indicate that any good purpose would be served by approaching the Government of India in the matter.

APPENDIX Z-1.

PUNJAB-AMERICAN COTTON.

No. 2262 of the 31st May 1922.

From the Indian Central Cotton Committee, Bombay, to Chamber.

I have the honour to forward herewith copies of correspondence with the Director of Statistics in which I have suggested that the area and yield for Punjab-American cotton should be separately shown in the All-India Final Cotton Memorandum. The information is available from the Provincial cotton forecast issued by the Director of Agriculture, Punjab, and there seems no reason why an incorrect figure should continue to be stated in the All-India forecast.

Would you kindly favour me with the opinion of your Chamber on this point ?

Copy of letter No. 2149, dated the 15th May 1922, from the Secretary, Indian Central Cotton Committee, to the Director of Statistics, Calcutta.

I have the honour to point out that neither the final cotton memorandum issued in February nor the supplementary memorandum issued in April makes any reference to the Punjab-American crop. I presume that the Punjab-American crop is included in Sind-Punjab, but even this is not stated. The areas and yields for Punjab-American Cotton as given to me by the Director of Agriculture, Punjab, are as follows :—

Years.	Area.	Yield.
1919-20 ..	552,959	140,789
1920-21 ..	365,000	144,000
1921-22 ..	550,100	100,995

You will observe that the Director of Agriculture, Punjab, in his fourth cotton forecast for 1921 issued on 8th February 1922 gives separate figures for American and Desi cottons. In view of the fact that Punjab-American cotton is a long stapled cotton of very considerable importance for Indian spinners and exporters, that it is usually sold at a premium above Broach cotton and that the production is now of considerable importance, I would enquire whether it is not now desirable to show this separately in your trade descriptions in the cotton forecasts.

Copy of letter No. 2953, dated the 24th May 1922, from the Director of Statistics, Calcutta, to the Secretary, Indian Central Cotton Committee, Bombay.

Subject :—Separate specification of the Punjab-American variety of Cotton in the trade description of the cotton forecasts issued by this Department.

With reference to your letter No. 2149, dated the 15th May, 1922, on the above subject, I have the honour to state that the present classification of cotton by trade descriptions as shown in the Cotton Forecasts issued by this Department was arrived at in 1915 in consultation with the Bombay Cotton Trade Association and the Bombay Chamber of Commerce. Since then the whole of the Punjab crop has been included under the variety "Sind-Punjab" as is surmised by you. In this connexion a copy of correspondence with the Director of Land Records, Punjab, is enclosed for your information. If, however, you think that the Punjab-American variety has lately assumed such importance as to justify its separate specification from the Cotton trade view point, I have no objection to the proposal. But before this is done, it seems desirable that the Chamber of

Commerce and the Cotton Trade Association, Bombay, should be consulted on the subject. I shall be obliged if you will be so good as to ascertain and let me know their views on the point.

Copy of letter No. 2524, dated Lahore, the 29th October 1915, from the Director of Land Records, Punjab, to the Director of Statistics, Calcutta.

With reference to your letter No. 2077, dated the 30th June 1915, on the subject of the classification of cotton, I have the honour to remark that the bulk of the Punjab cotton is exported *via* Karachi and not *via* Bombay, and it might be as well to consult the Karachi and Punjab Chambers of Commerce as to the proposed classification.

2. The present classification appears to be quite arbitrary, *e.g.*, cotton despatched from Mandi Dubwali (between Hissar and Ferozepore) is classed as "Bengal-Rajputana": that exported from Bhatinda, 20 miles away, is denominated "Sind-Punjab". Cotton going from Rohtak is classed as "Bengal North-West Punjab" hat from Hansi (Hissar) 40 miles away as "Sind-Punjab" and so on.

3. Cotton surveys carried out in this Province disclose little difference between the varieties grown in Hissar and Rohtak.

4. The Director of Agriculture, whom I have consulted, and with whom I agree, expresses the opinion that the classification adopted for the Punjab might well be (1) "Sind-Punjab" which would cover all except (2) "American". This classification could easily be made in the forecasts. On the other hand, if the trade insists on adhering to its present arbitrary and (I venture to think) obsolete divisions, then estimates made in forecasts will be pure guesses and in my opinion of little or no value. For instance, taking last year's forecast figures, I can exclude all Rohtak and Gurgaon cotton, plus some of Karnal, Hissar and Ferozepore Districts, and conjecture now that this exclusive covers some 50,000 bales, or 12½ per cent. Such a percentage I can apply at next year's final forecast; but I can attribute no accuracy to such a guess.

Copy of D.O. letter No. 3481, dated the 20th November 1915, from the Director of Statistics, Calcutta, to the Director of Land Records, Punjab.

With reference to your letter No. 2524, dated the 29th October 1915, the enclosed classification was adopted at the meeting of the Cottton Trade Association on the 15th instant. The cotton of the Punjab will be shown under "Bengal-Sind". "American" cotton referred to in your letter refers only to the cotton imported from abroad and not that grown in India for experimental purposes.

No. 951-171 of the 16th June 1922.

From Chamber to the Indian Central Cotton Committee, Bombay.

I am directed to acknowledge receipt of your letter, No. 2262, dated the 31st May 1922, and its accompaniments, requesting an expression of my Committee's opinion upon a suggestion that the area and yield for Punjab-American cotton shall be separately shown in the All-India Final Cotton Memorandum.

2. In reply I am to state that my Committee are of opinion that Punjab-American cotton is now of sufficient importance to justify its separate specification in the All-India Final Cotton Memorandum.

APPENDIX Z-2.

WEEKLY WEATHER REPORT.

No. 6485 of the 28th August 1922.

From the Director-General of Observatories, Simla, to Chamber.

At present a weekly summary of the rainfall of India is issued every Wednesday and published in the *India Gazette*. A copy is also sent to the press.

2. In order to make the information more readily accessible to the commercial public and to present it graphically I propose to issue a weekly weather report during the period June to October consisting of —

(1) a short paragraph describing the chief features of the weather of the week;

(2) a statement giving the actual rainfall, normal rainfall, and departure from normal of rainfall in the 33 subdivisions of India for (a) the week in question and (*b*) for the seasonal period from 1st June; and

(3) two maps of India in which the excess or defect of rainfall in the 33 subdivisions for the week and for the period ending with the week is shown by different shading.

3. I enclose a sample* for your information, and shall be obliged if you will kindly let me know whether this would be useful to you, and how many members of your chamber would subscribe for it at Rs. 5 for the season. The subscription represents only the cost of printing, stationery and postage. I am asking for this information as the issue of this weekly report depends upon the demand and public support for it.

No. 1855-25 of the 12th October 1922.

From Chamber to the Director-General of Observatories, India Meteorological Department, Simla.

I have the honour to acknowledge receipt of your letter No. 6485 S., dated the 28th August 1922, giving details of a proposed weekly weather report to be issued during the period June to October, and stating that, as whether this report is issued or not depends on the amount of support it receives, you wished to know the views of this Chamber on its utility and also how many of its members would subscribe to it.

In reply I am to state that copies of your letter were circulated to all the members of this Chamber with the request that they would forward their views on the subject to this office, but out of the 146 members addressed only 34 replied, 27 of whom stated that they would subscribe to the report, if issued, while the remaining 7 intimated that they were not interested in the proposal.

Under these circumstances my Committee feel that they are not in a position to pronounce any authoritative opinion either on the utility or on the probable success of the report if it is issued and I am merely to append a list giving the names and addresses of those members who are prepared to subscribe to the report.

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* Not printed.

REPORT FOR THE YEAR 1922.

VOLUME II.

Documents and Statistics.

THE BUDGET.

Extract from the Proceedings of a meeting of the Legislative Assembly held at Delhi, on Thursday, 1st March 1923.

SPEECH OF THE FINANCE MEMBER INTRODUCING THE BUDGET FOR 1923-24.

Introductory.

MR. PRESIDENT,—In rising to-day to present the budget statement for 1923-24, I claim, and I know I shall receive the privileges of a newcomer and a new Member. It is a great privilege for me thus to be able to fulfil an old dream of returning to the land of my birth to serve India as so many of my ancestors have done. But two months is a very insufficient time for the task of preparing to present a budget to this House. I am, however, in many ways fortunate. First and foremost, I have the devoted services of the Finance Department under the Hon'ble Mr. Cook. Without their help there would have been no budget. I am the inheritor of the fruits of three years of hard labour of my friend Sir Malcolm Hailey. If there is a gleam of light in the budget which I am about to present, it is his doing. The fruit is the fruit of seed which he had sown, and I am reaping where he has ploughed. I am afraid that he had to put up with much inclement weather, with storms and rumours of storms, but if there is promise of harvest to-day, the credit is to him. For nothing perhaps am I more indebted to him than for his share in the credit of securing the appointment of the strong and able Retrenchment Committee, which has been so well presided over by Lord Inchcape. Possibly the most interesting part of the papers which I am laying on the table to-day and in the next few days in connection with the budget will be the report of the Inchcape Committee. Lord Inchcape shocked my modesty a few days ago by describing himself as my forerunner. He and his colleagues can perhaps be more aptly compared to the burly forwards in the American game of football on whom falls the duty of charging ahead of the man with the ball and beating down, with all permissible violence, any opponent who threatens to check his progress. Whatever views individual Members may take of this or that recommendation for retrenchment made by the Committee,—and I never heard any recommendation for retrenchment anywhere except the stopping of the salary of the Finance Member, which was really popular,—I know the whole House will be unanimous in joining with me in expressing our heartfelt gratitude to the Committee for their devoted work, and as I think I may

promise, for their remarkable success in what is the most ungrateful of all ungrateful tasks.

2. Mr. President, my first duty to-day is to lay before this House the figures of the out-turn, or rather the probable out-turn, of the year 1922-23. Since I came to India, I have much envied the position of the British Chancellor of the Exchequer who, in presenting his budget, is always able to give accurate figures for the year which, under the British system, has just closed and not, as under the Indian system, is about to close. He is not confronted, as I am, with the necessity of making what is after all only a second guess on the basis of the first nine or ten months' experience of what the real figures are for the year preceding the year to which the budget which he is presenting relates. When I have laid before the House the figures for 1922-23 I hope to make a short review of the general financial position of India at the close of 1922-23, that is, the position as it presented itself to a new-comer as I am. It will then be my task to proceed with my proper function to-day—the presentation of the budget for 1923-24.

II.—Review of the year 1922-23.

3. *Deficit as now estimated.*—The budget estimates of the current year as finally passed provided for a deficit of 9·16 crores, the estimated revenue (including new taxation and increased postage and railway rates expected to yield 18¾ crores), being 133·23 crores, and the expenditure 142·39 crores. There is a saving of 4·14 crores on expenditure, but revenue will be 12·48 crores less than the estimate, so that as now revised the estimates point to a deficit this year of 17½ crores.

Revenue.

4. *Trade Conditions.*—Our revenue estimates were not based on a hope of any marked or striking revival in trade, although we certainly expected some light improvement on the general trade conditions of the previous year. On the whole, this anticipation has been justified. There was considerable stagnation during the earlier part of the summer, but, except perhaps in the cotton mill industry in Bombay, the general feeling prevailing in the business community has for some months been one of mild optimism. Considering the impoverishment of many of our former customers, our exports have undoubtedly shown a promising recovery, and, so far as merchandise alone is concerned, the balance of trade in favour of India during the first ten months of the financial year has been 62 crores which contrasts with an adverse balance of 29½ crores in the corresponding ten months of the preceding year. As against this, there has been a substantial net import of bullion in the current year, but after including the bullion figures there still remains a net balance of 20 crores in favour of India instead of an adverse balance of 33 crores in the first ten months of last year.

5. *Customs.*—Under Customs we budgeted for a total net revenue of 45½ crores of which 9 crores was expected to accrue from the enhancement of duties imposed in the Finance Act of March last. We now expect a Customs revenue which will be some 3 crores short of the figure budgeted for. The most uncertain, and at the same time one of the most important factors affecting our revenue is the import of sugar, which in the previous year had yielded us the unprecedentedly large figure of 6½ crores at the old rate of duty of 15 per cent. For the current year we did not anticipate the continuance of such abnormally large imports, but expected, on the increased duty of 25 per cent., to realise about 6¼ crores. The figures of imports vary in a very erratic way from month to month which makes estimating difficult; recently owing to a large drop in prices, imports were held up in order to get the benefit of the revised tariff valuation which came into force from the 1st January. We expect, therefore, large imports in the last 3 months of the year though the effect of this will be counterbalanced by the duty being calculated on a lower valuation. On the whole, we expect that the revenue from sugar will be less by 1½ crores than the budget figure. The excise duty on cotton manufactures will also bring us in substantially less than we expected; owing to the high price of cotton and a fall in the price of cotton cloth in the internal markets, there has recently been a reduced output from the mills, and we expect to be about 60 lakhs down under this head. As regards the other tariff heads, it is probable that there will be some deficiency in the revenue from liquors, matches, machinery, cutlery and other manufactured articles, but any losses here should be nearly counterbalanced by increased revenue from import duties on cotton piece-goods (which may give us 96 lakhs more than our estimated revenue of 5,60 lakhs), iron and steel and other metals while the new excise duty on kerosine is likely to bring us in 89 lakhs as against 40 lakhs budgeted for.

6. Before leaving the subject of Customs, I must refer briefly to a matter which has attracted some public attention during the year, namely, our revenue from the so-called "luxury" articles, which are assessed to duty at 30 per cent. Hon'ble Members will have seen from time to time various articles in the press, the object of which was to show that this high rate of duty has very seriously affected the trades concerned, and it was implied, if it was not asserted, that a lower rate of duty would have brought in more revenue. These contentions are scarcely borne out by the facts. In the current year we budgeted for a return of 2,84 lakhs from the 30 per cent. duty; we actually expect to receive only 11 lakhs less in spite of a considerable fall in prices. The principal articles included in the 30 per cent. schedule are motor cars, silk manufactures, glass bangles and beads, and tyres and tubes. Except in the case of silk manufactures, the quantities imported during the first nine months of the current year have been in excess of those imported in the corresponding period of the preceding year. Nearly twice as many motor cars have been imported; and if the value of the cars imported has fallen considerably, this is due partly to the general fall in world

prices and partly to the fact that people have been importing the cheaper American car in preference to the more expensive English car. I doubt very much if the duty has had much to do with this substitution. The conclusion is that there is certainly no case at present for any alteration of the schedule.

7. *Railways.*—As Hon'ble Members will have seen from the published returns, our traffic receipts from railways have been disappointing. The increase in passenger fares was expected to add some 6 crores to the receipts. Traffic, both passenger and goods, especially the latter, has, however, fallen off, and as against the estimated gross traffic receipts of 99½ crores, we do not except to get more than 92, the small improvement over the gross earnings of last year being mainly due to the increased passenger fares. On the other hand, we expect a saving of 2¼ crores on that portion of the expenditure on replacements and renewals which is debitable to revenue, counterbalanced by an excess of about 1 crore in ordinary working expenses. Altogether our net railway revenue is likely to be down by 5¾ crores. Taking into account interest charges, I am sorry to say that the final result for the general tax-payer will be that there will again be no profit from railways, but a loss of about a crore.

8. *Posts and Telegraphs.*—The effect of the new postal rates during the first few months of the financial year, was to reduce correspondence, but there have since been signs of recovery, and the public are now gradually getting used to the higher postal charges. For the present, however, I think we must anticipate a diminution of 1,06 lakhs in our anticipated receipts in 1922-23. There is a small saving in working expenses, and after debiting interest, the department will probably prove to have been running at a profit of about 24 lakhs.

9. *Income-tax.*—We expected large arrear income-tax collections, but after the beginning of the year it became evident, not only that the allowances that we should have to make for bad debts, etc., would be large, but also that our revenue was to be seriously affected by heavy refunds which have had to be made in Calcutta as a result of the adjustment system in force under the former Act; fortunately this will, under the new Act, not disturb our estimates again. I understand that in Calcutta companies have in many cases actually received a cheque from the income-tax authorities instead of paying any tax to Government, and the net receipts in Bengal are not expected to be more than 3¼ crores. The collections have been good in the other provinces, particularly in Bombay, though the lower profits which the cotton mills have recently been making will, I fear, affect our revenue from that city in 1923-24. Altogether, we expect a total deterioration of 3½ crores.

10. *Opium and Salt.*—As regards other heads, I need only say that we expect to get 89 lakhs more from opium than we anticipated, and there will probably be some slight improvement—7 lakhs or so—under salt.

EXPENDITURE.

11. *Interest.*—On the expenditure side, there will be a substantial saving of about 1,86 lakhs in our budget provision for interest on debt. Our rupee and sterling borrowings have been larger than we budgeted for, but a full half year's interest in respect of the greater part of these does not fall due till next year; the success of our borrowings has, moreover, enabled us to fund a substantial portion of our floating debt, and the payment of interest made for short periods this year on our new loans is less than that which would have been payable for the replacement of the treasury bills dicharged.

Other Civil Expenditure.—The House will recollect that a special provision of 60 lakhs was entered in the Civil estimates as part of the expenditure in Waziristan (under the head "Political"). We now anticipate that there will be a saving of nearly 35 lakhs therein, owing to a part of the expenditure being thrown forward to next year. There will also be a saving of ¾ crore in other civil expenditure, mainly as the result of retrenchments carried out during the year.

Exchange.—The average rate of Exchange for which we budgeted was 1*s.* 4*d.* We expect no appreciable deviation from the budget under this head.

12. *Change in Method of Accounting.*—Before dealing with military expenditure, I must explain briefly a change which has been made in the method of showing the figures; it affects all the non-commercial heads but is most marked in the case of the military portion of the accounts. Our practice in the last two years in distributing exchange adjustments has been to show them against the individual heads of account in so far as the commercial services were concerned and to lump the entries under one head "Exchange" in respect of the remaining heads. This method would answer well enough if the difference between the statutory rate (2 shillings to the rupee) and the actual rate was fairly small; but it gives our figures a misleading appearance when the difference between the two rates is as large as has been the case during the past two years. It was not at all surprising, therefore, that serious objection was taken to this procedure in the course of the discussion of the budget in both Houses last year, on the ground that it had the effect on the surface, of largely understating the actual expenditure incurred on military services. It has now been decided to distribute the exchange adjustments between the individual heads in all future accounts and estimates. The figures of military expenditure which I shall give this morning have accordingly been arrived at after converting sterling into rupees at the rate of 1*s.* 4*d.*

13. *Military Expenditure.*—The Budget provided 65·10 crores for the established charges of the Army, 2·13 crores for Waziristan expenditure and 52 lakhs for demobilisation charges, making a total of 67·75 crores. In regard to the Waziristan expenditure my predecessor

stated that the figure could be regarded as tentative only, since it is always difficult to forecast the exact effect of military operations of this nature. His apprehension has unhappily proved correct and Waziristan expenditure in 1922-23 is now estimated at 3·85 crores. Demobilisation charges will amount to 2·8 crores owing to unexpected progress with the discharge of surplus officers and to a claim from the War Office for the cost of demobilisation of British troops which had become surplus on the reduction of Indian establishments. On the other hand, the established charges will now amount to only 60½ crores, owing to a continued shortage of British troops, fall in prices and a variety of other causes. A careful control has been maintained over these charges; and savings in Budget grants have not been allowed to be re-appropriated for new measures involving a permanent liability of any considerable magnitude, though a small portion had to be made available to meet initial expenditure on equipment the purchase of which could not be further postponed. In spite therefore of the excess expenditure of 1,72 lakhs in Waziristan, we have been able to effect a saving of 46 lakhs in the budget grant for Military expenditure.

14. *Summary of Variations.*—These variations in revenue and expenditure are summarised below :—

		(In lakhs of rupees) (+ better, —worse).	
(*i*)	Customs revenue, less		3,12
(*ii*)	Income-tax revenue, less ..		3,42
(*iii*)	Opium and salt revenue, more.	96	..
(*iv*)	Net revenue from Railways, less. ..		5,86
(*v*)	Net revenue from Posts and Telegraphs, less ..		94
(*vi*)	Interest and Currency receipts more.	51	..
(*vii*)	Saving in provision for interest on debt	1,86	..
(*viii*)	Saving in Military expenditure.	46	..
(*ix*)	Saving in civil expenditure (including Political expenditure in Waziristan)	1,21	..
		5,00	13,34
		—8,34	
Deficit as budgeted for		—9,16	
Deficit according to present estimate		—17,50	

III.—Position of Indian Finances at the close of 1922-23.

15. *Succession of Deficits.*—Before I proceed to present the budget for 1923-24, I should like, with the permission of the House, to make a short survey of the financial position of India at the present time, and to attempt to give the House a new-comer's first impressions, or as Mr. Punch would say, first depressions. I am afraid that much of what I say may sound rather superficial, and that I shall be open to the charge of doing what has been done before by more than one globe trotter who, after spending a few weeks in the country, sets to and writes a book about India. One of the many books about India which I brought with me to read on boardship on my way out was a volume entitled "The Moral and Material Progress Report". I was rather shocked by the odd assumption in the title that there had necessarily been progress. When I came to look into the finances of India for the last few years, I was tempted to wonder whether it was not rather a rake's progress. For five years in succession, India has had a deficit. The accumulated total of these deficits amounts to no less than 100 crores, and this in spite of the fact that in the last two budgets additional taxation has been imposed estimated to bring in about 28 crores during the year 1922-23. Even this is not the whole story. Apart from our revenue deficits, we have spent many crores on unproductive purposes, the expenditure on which is classed as capital expenditure. New Delhi is the most obvious example. I can see no justification, other than sheer necessity, for not treating this expenditure as chargeable against revenue, and in any case it ought to be repaid out of revenue at an early date. Moreover, besides the deficit of the Central Government, the recurring deficits of the provincial Governments and of many local bodies throughout India must not be forgotten.

16. *Their Danger.*—I ask the House to pause a moment and consider what these deficits mean. Unfortunately, we are accustomed in these days all over the world to budget deficits, and familiarity breeds contempt in spite of the fact that more than one awful example is before us among the nations of Europe of the chaos which continued budget deficits inevitably induce. The individual who lives beyond his income year by year does not escape the penalty and the same is true of a State. The individual who makes this mistake quickly finds himself compelled to consent to a ruthless cutting down of his expenditure or is driven either to sell or to mortgage a part or the whole of his possessions; or, in the worst event, to cheat his creditors. A State is in the same position, but the position is frequently obscured by the fact that the State's creditors are in another capacity the citizens of the State and its taxpayers. And the State which is driven to cheat its creditors does not always realise what it is doing although its unsound methods are adopted at the expense not only of the wealth and happiness of its own citizens, but also at considerable risk to social order within its borders. Much of the present unrest in the world is due to the way

in which States in all parts of the world have cheated their creditors by unsound currency manipulation and the creation of paper money with no real assets behind it.

17. *Inflation and Floating Debt.*—India has not entirely escaped the evils of taxation through inflation, but as compared with many other countries she has come off well. Out of the total deficit of 100 crores during the last five years, it is estimated that 31 crores have been covered by the creation of paper money, representing nothing but the I. O. U's of the Government of India. The remainder amounting to 69 crores has been raised by borrowing. Moreover to the extent of 22 crores the borrowing has thus far taken the form of issues of Treasury Bills to the public. It is true that, owing to special conditions during 1922-23, we were able to reduce our Treasury Bills by 32 crores, in spite of the deficit, out of the proceeds of long term loans. Still, 22 crores of Treasury Bills in a country like India is far too large an amount to have outstanding. A large volume of Treasury Bills is an evil even in England, where the condition of the money market is such that it is always possible to renew maturing bills by offering a competitive rate, but in India conditions might easily arise under which even an impossibly high rate would be insufficient, and in that case the Government of India would be driven back to replacing the Treasury Bills by paper currency, *i. e.*, would be driven to taxation by inflation.

18. *Maturing Debt.*—In this connection, a word may be said about our early maturing debt. We have to find the means of meeting bonds during the next three or four years to the extent of 5½ crores in 1923, 3¾ crores in 1925, and nearly 38 crores in 1926. These amounts, too, have to be competed for against other demands on the market, and may be said, in part at any rate, to be one of the outcomes of the deficits for the last few years.

19. *Increased Interest charge.*—But the deficits of 100 crores can be looked at from another point of view, when again their evil effects are prominent. In the budget for 1923-24, the charge for interest would be at least 5½ crores less had it not been for these accumulated deficits. This extra 5½ crores has to be met either by reducing expenditure, possibly by reducing desirable expenditure, or by raising new taxation, or at best by maintaining existing taxes which could otherwise be reduced.

20. *Effect on India's credit and handicap to her development.*—Moreover the continued deficits are threatening to impair India's credit in the market both at home and abroad, and increasing the cost of borrowing whether for covering the deficits or for new capital expenditure. India is a country where, as it seems to me, there is an almost unlimited field for new capital expenditure on new development. At the last Assembly of the League of Nations at Geneva, India established her claim to be one of the eight premier industrial States of the world.

Every one admits, however, that India is only at the beginning of her industrial development, and it is out of her capital resources, *i.e.*, out of her accumulated savings and her new savings, that the capital to develop India industrially must be found. We have borrowed all that we could borrow in India and in England during the last few years for capital expenditure purposes, and we have undertaken a minimum programme of 30 crores a year for capital expenditure on Railways. I wish it could be more. So far as I can judge at the present time, the amount which might usefully be spent on profitable development of transportation in India is limited mainly by the possibilities of finding capital resources. Yet we have spent 100 crores out of capital in the last five years in financing deficits, thereby diminishing to a corresponding extent the resources available for developing India. Let us make no mistake about it. If recourse to inflation is ruled out, if it is agreed that the concealed method of taxation by inflation is the worst of all methods, the money to meet the annual expenditure of India, whether on capital or on revenue account, must come out of the savings of the country. The only exception, which is not a real exception, to this statement is that some of the capital may be borrowed abroad, and it has of course been a commonplace of the history of the last century that capital has been found by the older industrial countries of the world for the development of new-comers in the field, to the great advantage both of the borrower and of the lender. But the amount that India can borrow abroad is limited both by the amount available abroad, which in the present condition of the world may prove a comparatively small amount for some time to come, and by the capacity of the borrower to meet the annual charges for interest. These annual charges for interest are in effect a claim on the future resources of India and ultimately come out of the same pocket as the money required to meet the rest of India's expenditure, *i.e.*, out of the savings of the people. To sum up, the deficits of the last few years have brought in their train a certain amount of taxation by inflation, a heavy annual charge on the present and future budgets of India, a deterioration in India's credit, an increase in the cost of borrowing, and a depletion of the resources available for desirable capital development.

21. *Necessity for stimulating habit of Investment.*—Perhaps I may be allowed to digress at this moment to touch on a subject in which I have always taken very great interest. Every one who has studied the subject agrees that a wonderful era of prosperity would be ahead of India if the habit of investment could be stimulated, if investment in India became anything like as general a practice as it is in such countries as England and France. It is true that much has been done in recent years. The rupee loans of the last few years have been unprecedented in amount. But much remains to be done if the Indian people are to form the habit of investing their talents in reproductive enterprises rather than wrapping them up in a napkin, and perhaps I should also add, if some of them could learn to be content with sound and steady returns on the money they invest instead of looking for impossibly high dividends.

22. I have been making some inquiries as to the progress of the Post Office Cash Certificates. I was an original member of the National Savings Committee appointed in England at the beginning of 1916 largely through the efforts of Mr. Montagu, and was privileged to take a part in what is widely regarded in England as a most extraordinarily successful movement. The change from thriftlessness to thrifty habits which has taken place among many sections of the English people has been described as a revolution. National Savings Certificates to the value of nearly £300 millions are now held by the small investor in the United Kingdom. When I contrast the sales of the Post Office Cash Certificates, which were not inconsiderable during the war when they were first started but have since declined, I cannot help thinking that there must be great possibilities of development in this system. What a great improvement in our financial outlook would result if by development of the Post Office Cash Certificate system a considerable part, if not the whole, of the money required for provincial capital expenditure could be found out of the proceeds of Cash Certificates! It is my earnest hope that before long means may be found for taking up this subject in earnest. It is a subject in which, above all others, if we are to succeed, non-official effort must be enlisted to second governmental action.

23. *Growth of Unproductive Debt.*—As the results of the deficits of the last few years and of the war, India's debt has grown from a total of 4,11 crores on the 31st March 1914 to an estimated total of 7,81 crores on the 31st March 1923. This figure includes the floating debt and the early maturing debt of which I have already spoken, but it excludes no less than 63 crores of obligations which it is I find the practice to treat separately from the debt of India, though as far as I can see these obligations are just as much a part of India's debt as the rest. Taking, however, the figure of 7,81 crores which I have given of the total debt of India on the 31st March 1923, we find that 5,57 crores is classed as productive and 2,24 crores as ordinary or unproductive debt. The proportion of productive to unproductive debt is one which naturally looks strikingly good to any one who thinks of Great Britain's figure of £7,500 millions of debt, all of which has gone in powder and shot. But this comparison must not blind us to the fact that since the 31st March 1914 the total debt has increased by 3,70 crores and the unproductive debt by 2,27 crores, and we must not forget that the yield on that part of our productive debt which is invested in railways has not been sufficient in the last two years to meet the interest charges.

24. The debt, again, has to be divided between rupee debt and sterling debt. The rupee debt has risen since the 31st March 1914 from 1,46 crores to 4,21 crores and the sterling debt has risen from £177 millions to £240 millions in the same period. The sterling debt of £240 millions represents a claim on India's production of goods and services in the future up to the value of the principal together with a further claim on those goods and services for interest during the interval until the principal is paid off.

25. *Currency and Exchange.*—This question of the sterling debt brings me by a natural transition to a new subject, which is certainly not the last one to be brought to the attention of an incoming Finance Member—I mean the question of currency and exchange. Now, it is no good crying over spilt milk, and I do not think the House will expect me to delve deeply into the history of Indian currency during recent years. It is easy to be wise after the event. There were some wise men, however, even in 1919-20, who held that the right course at that time would have been to adopt a waiting policy, and I am convinced that, for the moment at any rate, a waiting policy is still the right policy. What was it that upset the equilibrium of the rupee-sterling exchange which had been so painfully stabilised at 1*s.* 4*d.* at about the end of the 19th century? Primarily of course it was the Great War and the adoption of inflationary methods by all the belligerent countries. Whatever system of currency had been in force in India during the Great War, it would have been profoundly disturbed by the events of 1914-18. In so far as India had a choice and was not swept along in the maelstorm of world events, India's choice was necessarily between an attempt to keep the exchange value of the rupee more or less stable and an attempt to keep rupee prices more or less stable. As a matter of fact, India's first choice was the former and for some time the rupee remained at or about 1*s.* 4*d.*, but then the rise in the price of silver, which occurred as the natural consequence of the fall in the purchasing power of gold, introduced a new complication. It is impossible over a long period to keep a coin in circulation which is worth more as bullion than it is as current coin. Once the traditional figure of 1*s.* 4*d.* for the rupee was departed from, nothing remained stable, though in comparison with the rest of the world Indian prices up till 1920 remained relatively stable in terms of gold. Thus, it was essentially the rise in the price of silver which upset the Indian currency system. I need say no more of the attempt that was made to stabilise the rupee at a new, or rather at the old, fixed rate of 2 shillings gold in 1920 except that it failed. Looking back, we are able to say that the attempt was an almost impossible one with all the exchanges of the world out of gear, with world-prices moving up and then down with unexampled rapidity, and with relative prices as between one commodity and another fluctuating in an unheard of manner. Can we say that the position to-day is such that an attempt to give the rupee a fixed value, whether at 1*s.* 4*d.* or any other rate, in terms of gold, or in terms of some other currency, is much more likely to succeed than it was in 1920? I think not. The French are in the Ruhr; the whole of Continental Europe is faced with the threat of impending chaos; throughout the world prices are unstable; sterling has approached close to par with gold but it is not yet at par; and even if it were at par, it is too soon to say whether political and monetary conditions in the United States may not lead to a fresh cycle of rising prices in terms of dollars which would almost necessarily have to be followed by a rise in sterling prices. For the moment, therefore, I repeat that the time has not yet come for a new attempt to fix the rupee, whether at 1*s.* 4*d.*, 1*s.* 6*d.*, or any other figure.

26. *Strength of Indian Currency Reserves.*—Subject, however, to one essential condition, namely, that the era of unbalanced budgets, central, provincial and local, in India is succeeded by an era of balanced budgets, there is, I think, reason to regard the currency position of India with some satisfaction. We had a good monsoon last year and India's export trade has taken a turn for the better. For internal purposes the metallic reserve of silver seems to be fully ample to maintain the convertibility of the paper currency. In addition to the reserve of silver rupees, there is in the Paper Currency Reserve a sum of £24 millions in gold, and in sterling securities, easily convertible into foreign exchange, a total of £5,800,000 sterling. Over and above and outside these Reserves, we have £ 40 millions in the Gold Standard Reserve. In spite of the separation between the two Reserves, if we are looking at the resources available for maintaining the rate of exchange of the rupee, the sterling securities in the Paper Currency Reserve and the Gold Standard Reserve all serve the same purpose.

27. *Movements in Exchange.*—The movements of the rupee-sterling exchange during the past year reflect a clear improvement in the position of the rupee. A year ago, in February 1922, the telegraphic transfer rate in Calcutta on London had fallen as low as 1*s.* 2 $\frac{3}{16}$ *d.*, and it was not till the end of December that it reached 1*s.* 4*d.* Since then, after a rather rapid rise to over 1*s.* 5*d.*, followed by a sharp reaction, it is for the moment fairly steady at between 1*s.* 4*d.* and 1*s.* 4$\frac{1}{2}$*d.* This improvement in terms of sterling reflects an even greater improvement in terms of gold owing to the rise which has taken place during the year in the value of sterling in terms of gold, and the improvement is reflected also in prices. The Bombay Labour Office figure for Indian wholesale prices for December 1921 was 190. For December 1922 the corresponding figure was 173. There has been a still more striking fall in retail prices of food grains. This fall in Indian prices has been taking place during a period in which there has been an actual rise in dollar prices and sterling prices have remained approximately stationary.

28. *General observations on Exchange.*—I have said that I do not think the time has come for fixing on a new policy in regard to exchange. I do however, want to make one or two general observations. There is no sanctity in this era of instability about any particular rate of exchange, whether 1*s.* 4*d.* or 2*s.* or anything else; it is simply a question of what rate of exchange best suits India's needs. Ultimately India's payments outside India are, and must be, made in the form of exports of Indian goods and services. But, if we look at the matter from the narrow point of view of the budget, the following statistical data are of interest. The Government of India's sterling debt of £240 millions sterling at 1*s.* 4*d.* amounts to 360 crores, at 1*s.* 5*d.* it amounts to 339 crores, at 1*s.* 6*d.* it amounts to 320 crores, while at 2*s.* it amounts to 240 crores. Of the deficit for 1922-23, its 5$\frac{1}{2}$ crores would have been saved had exchange

been at 1*s.* 6*d.* and 9½ crores if it had been at 1*s.* 8*d.* Statistics proverbially can be made to prove anything. Nevertheless, these figures are striking and it must be remembered that apart from the sterling indebtedness of the Government of India, there are large sterling debt owed by municipalities, port trusts, and many other Indian borrowers, who would all be individually benefitted by a higher exchange so far as their sterling indebtedness is concerned. Then, again, although since 1920 the tendency of rupee prices to remain relatively more stable than world prices, or rather to follow changes in world prices rather slowly, has to a large extent ceased to operate, it is very doubtful, I think, whether internal prices in India have yet adjusted themselves to a level corresponding to a 1*s.* 4*d.* exchange, so that were exchange stabilised now at 1*s.* 4*d.* internal prices would have to go up, and certainly there are various kinds of Government expenditure which would have to go up considerably in terms of rupees. Finally, we do not want ever again to find the rupee more valuable as bullion than as currency. That is one side of the picture. There is, of course, another side. An attempt to force up exchange violently would at once cause stringency. Severe stringency in the money market is never desirable for its own sake, is always bad for trade for the time being and is most inconvenient from the point of view of a government which is engaged on a programme of capital expenditure involving considerable capital borrowings. Any policy which threatened seriously to restrict India's exports is also to be deprecated, and trade above all desires stability of exchange, perhaps even more than stability of prices. I myself had some part in the International Conference at Genoa last April and May, and the first recommendation of that Conference was that "an essential requisite of the economic reconstruction of Europe is the achievement by each country of stability in the value of its currency." If, therefore, the time has not yet come for an attempt finally to stabilise the currency of India, stability is our goal and we mean to achieve it at the first opportunity.

IV.—Budget for 1923-24.

Expenditure.

29. While drawing attention to the above recommendation of the Genoa Conference, I am naturally led to quote another of its most important recommendations, which reads:

> "In each country, the first step towards re-establishing a gold standard would be the balancing of the annual expenditure of the State without the creation of fresh credit unrepresented by new assets. The balancing of the budget is the first consideration."

What then about the budget for 1923-24? Is it going to be balanced? The Members of the Legislature are not the only people in India who

are taking an interest in this question. Only a few days ago, I received the following postcard :—

> "Sir, kindly let us know by wire at our expense whether the customs duty will be decreased or increased on foreign imported wines and spirits. Awaiting your favourable reply by wire."

30. *Retrenchment Committee.*—At the outset of my statement of the figures for 1923-24, I must explain what action the Government of India propose to adopt in order to be able to show the results of the report of the Retrenchment Committee in the budget figures. The first part of the report of the Inchcape Committee came into the hands of the Government little more than a fortnight ago, while the second part of the report reached us only on Saturday last. The complete and final report was not signed until yesterday. It has been a difficult problem to decide how to fit the proposals of the Retrenchment Committee into the budget. A report of this importance obviously requires careful and detailed examination by the Government of India in consultation with the Secretary of State, and the House will naturally desire an opportunity of studying the proposals on their merits. There has not been time, therefore, for final conclusions to be arrived at in regard to a great many of the Committee's recommendations. On the other hand, it was obviously necessary to frame a budget in which allowance would be made for the reductions in expenditure which we all expect to result from the Committee's work. In any circumstances, it would, of course, have been impossible, and it is clearly recognised by the Retrenchment Committee itself that it would be impossible, to obtain the full value of the cuts which are to be made in the first year of operation. Some of the retrenchments proposed can only be introduced gradually so that allowance has to be made for what I may call the "lag" while in many cases allowance has to be made for extra expenditure on what I may call the "terminal charges" *i.e.*, special charges which have to be incurred in closing down establishments and getting rid of the staff. Throughout its report, the Committee's recommendations are given in the form of reductions on the budget figures for 1922-23, which are of course quite different from the budget figures for 1923-24, as they appear before allowance is made for special cuts based on the Committee's recommendations. A fair proportion of the total reductions recommended by the Committee are either automatic reductions on the 1922-23 figures or actual retrenchments which we ourselves have been able to effect in the budget for 1923-24, in advance of the receipt of the Committee's recommendations. The activities of the Committee cast their shadow before, and estimates prepared in the atmosphere of economy which they created naturally reflected part of that atmosphere.

31. *Extent to which credit has been taken in Budget for retrenchment proposals.*—In the Military budget, we have been able to take credit for the reductions, which subject to final agreement with the authori-

ties in London, we propose to effect as the outcome of the Retrenchment Committee's recommendations. This we were able to do because we had advance knowledge of the reductions which were going to be proposed, and His Excellency the Commander-in-Chief, working in close co-operation with the Retrenchment Committee and with his Colleagues in the Government, had arrived at a general agreement in regard to the total. In the case of the Post and Telegraphs budget we have been able to present figures showing the effect for 1923-24, of some though not all of the reductions which we propose to effect in consequence of the recommendations of the Retrenchment Committee. Our preparations could not be so far advanced in regard to the other Civil Departments. It was necessary to prepare, for the purpose of presentation to this House, the estimates for the Demands for Grants before we had sufficient knowledge of the proposals which were going to be made by the Retrenchment Committee. The estimates for the Demands for Grants, which are about to be presented, accordingly show the figures of civil expenditure before allowance is made for special retrenchments consequent on the report of the Committee. As I have already explained, this does not mean that none of the results of what the Committee recommends appear in those estimates, but simply that the final retrenchments are not included in the figures.

32. *Civil expenditure.*—Our problem therefore has been how to include in the budget statement the additional reductions which we hope to effect after studying the report of the Committee, and how to place the House in a position to examine and vote on the Demands for Grants in proper form. The Government are not yet in a position to announce definitely which of the particular recommendations of the Committee will be adopted nor has it been possible to frame an accurate forecast of the allowance to be made for the fact that particular retrenchments cannot come into full effect as early as the 1st April 1923. But after giving careful consideration to the report, the Government of India have decided that they will be justified in taking the responsibility of saying that they believe that a reduction of 4 crores can be effected, over and above what has already been done, either in the ways proposed by the Retrenchment Committee or by some modification of them. A further paper will be circulated as soon as possible showing how this lump sum reduction of 4 crores is proposed to be spread over the various heads, and when the time comes for voting upon the Demands for Grants the House will be asked to vote not the original total of each head but only the total as reduced in each case by the special cut made in the light of the Retrenchment Committee's recommendations. In the non-military portion of the Budget excluding interest, the Committee recommend reductions of about 8½ crores on a total Budget estimate in 1922-23 of 103·9 crores. The corresponding figure in our detailed Budget statements for 1923-24 is 101·3 crores, a reduction of 2·6 crores. The House will see that our cut of 4 crores, together with the amount of 2·6 crores which represents retrenchments proposed by the Committee already taken account of in the estimates, makes a total of 6·6 crores. The difference between these two figures, amounting to less than two crores, represents the allowance which it is thought necessary

to make for the fact that many of the recommendations, even if accepted, cannot be in full operation during 1923-24. This allowance is not a large one. The Government of India will do their utmost to make sure of converting their hopes into accomplished facts and will leave no stone unturned in their endeavour to make actual reductions to the full extent of the 4 crores. We must cut our coat according to our cloth, and where necessity drives, we must be content to forego even desirable outlays. But I cannot conceal from the House that it will task all our ingenuity to give full effect to the 4 crores reduction within the year 1923-24, and that some risks are being taken in assuming that figure for Budget purposes.

33. *Military expenditure.*—Some risks are also being taken in regard to our Military expenditure, risks of the same financial kind as in the case of Civil expenditure owing to the uncertainties caused by the circumstances in which our estimates have had to be framed, and risks of a military nature as well. In the case of Military expenditure the total for which the House will be asked to provide funds in 1923-24 is 62 crores. This figure represents, as I have already explained, the total required after taking into consideration the recommendations of the Retrenchment Committee. This total, which includes 1·69 crores for expenditure in Waziristan, compares with the total of 67¾ crores for 1922-23, a reduction of 5¾ crores.

34. Opportunity will arise in the ordinary course for a general discussion by this House of the Army expenditure, but I may say that in the forefront of these reductions and forming the pivot on which the other reductions depend is a substantial reduction in the strength of British and Indian forces.

Reduction of troops.—I am not in a position to-day to give details the reductions in troops which it is proposed to effect. These reductions are being discussed between the Government of India and His Majesty's Government. The form which the reductions should take is necessarily a matter of some intricacy and complication as it is desirable to impair as little as possible the essential structure and organisation of the Army and so to retain after the reductions the maximum degree of efficiency. The decision, as the House will understand, is also a very responsible one and the difficulties being what they are, there simply has not been time to arrive at final decisions. In any case the full financial effect of these reductions and of other proposals in regard to the military expenditure cannot for practical reasons be expected in the coming year. If these reductions and the others which have been agreed upon could have been fully and effectively in operation by the 1st of April 1923, the net Military budget for 1923-24 would be 57·75 crores, but a sum of 4·25 crores has to be allowed for special expenditure in Waziristan and for the fact that the reductions cannot be in full force throughout the year.

35. *Total expenditure,* 1923-24.—It is not my intention to-day to go through the expenditure for 1923-24 in detail. Full statements under the various heads will be circulated, and I think it will be for the

convenience of the House that I should leave Hon'ble Members to study these for themselves. It will be enough for me to say now, therefore, that, as compared with the original Budget Estimate of expenditure for 1922-23 of 215·27 crores inclusive of the working expenses of commercial departments, our total expenditure for 1923-24, taking sterling expenditure at the rate of exchange of 1*s.* 4*d.* per rupee, is estimated to be 204·37 crores, a reduction of 11 crores in spite of an increase of 1¾ crores for interest.

REVENUE, 1923-24.

36. I turn now to the Revenue. In framing our revenue forecast, we have assumed that trade conditions will continue much as they are at present. We have allowed, that is, for a small growth in revenue such as may normally be expected from year to year; we have not counted upon any early boom in foreign trade.

37. *Customs:*—Under Customs, I do not think we can prudently anticipate for next year imports of sugar on anything like the same scale as in 1921-22, and allowing for the new traffic valuation we estimate a revenue from sugar of 5 crores as against 4¾ crores for the current year. As regards the other tariff heads, we have either repeated the figure which we anticipate for the current year, or have provided for a small increase where an expansion seems probable. Altogether we assume a total gross revenue of 45·99 crores, or, allowing for refunds, a net revenue of 45·09 crores, which is 279 lakhs more than what we now expect to collect in the current year. This figure is arrived at after allowing for a reduction to 5 *per cent.* all round of the export duty on hides and skins, a reduction necessitated by the state of the trade.

38. *Income Tax.*—As regards Income Tax, we shall not again have to make the heavy refunds to which I have already referred; on the other hand, there is fairly certain to be a falling off of revenue in Bombay, while the collection of arrears will also be less; these may be expected to balance each other, and we have entered a revenue of 19 crores, which is roughly the same as we expect to raise this year.

39. *Railways.*—I come now to the Railway budget. There is no doubt that as soon as any marked revival in internal trade takes place, Railway earnings ought to show a considerable rise; the autumn harvest has been so good and the promises for the spring crop are so favourable that it is not unreasonable to expect a revival before long. The difficulty is to say how soon this revival will occur. Traffic receipts suffered a check in 1922-23 and on the whole I do not think it is safe to budget on the assumption that there will be a very rapid revival in 1923-24. Our estimate for gross traffic receipts is accordingly put at 95½ crores. It is 3½ crores higher than the revised estimate for 1922-23. Two factors account in the main for this increase of 3½ crores. The first is that in the earlier months of 1922-23, there was a considerabe loss of revenue due to the strike on the East Indian Railway and the second is that the present increased rates did not come fully into effect on all Railways until about the 1st of July 1922.

Working expenses and interest and other charges, without allowing for the share attributed to this head of the Inchcape Committee's cuts, amount to nearly the same figure, leaving a net profit for the year of 35 lakhs which compares with the net loss on the current year's budget as now revised of Rs. 92,60,000.

40. *Posts and Telegraphs.*—In the case of Posts and Telegraphs, we are able to estimate for a net receipt of 147 lakhs as compared with the net receipt of 24 lakhs in the 1922-23 budget as revised. This improvement is due in part to expected recovery in revenue and in part to reductions in working expenses made in anticipation of, or in consequence of, the recommendations of the Retrenchment Committee.

41. *Total Revenue.*—We thus arrive at the following budget position on the basis of existing taxation. As against an expenditure of 2,04·37 crores, we have an expected revenue of 1,98·52 crores, leaving a deficit of 5·85 crores. Before I proceed to explain to the House what we propose to do in regard to this deficit, I must turn for a moment to our ways and means position.

V.—Ways and Means.

42. Public attention is usually concentrated on the annual budget of revenue and expenditure, but the Ways and Means budget is of equal importance, for after all it is the Ways and Means budget which shows the sums which the Government has to pay out under one head or another during the year and the sums which it has to get in from the public. Whether it is a provincial overdraft or an advance on capital account, or whether it is a revenue deficit, the money to meet the outgoing has to be got in before it can go out. The Ways and Means budget is, however, one which it is difficult to present in a clear and easily intelligible form. It is never possible to adhere to a strict programme in regard to Ways and Means operations. In financing the country's various liabilities and in finding cash for our own and the provinces' day to day disbursements, we have to be guided very largely by the changing conditions of the money market both here and n London.

43. *Funding of Floating Debt.*—During the current year we expect to meet liabilities, over and above what has been met from revenue, amounting to 106 crores. These will have been financed mainly out of the proceeds of our rupee and sterling loans which have been on an unprecedently large scale. Our rupee loan realised nearly 47 crores and £31½ millions was borrowed in London during the year. One satisfactory feature of the year, to which I have already referred, is that out of these borrowings we have been able to reduce our floating debt by 406 crores, of which 32·4 crores consists of a net discharge of Treasury Bills held by the public and 8·2 crores of a cancellation of Treasury Bills held in the Currency Reserve. We cannot hope to continue the reduction of floating debt on the same scale over a long period, but I feel sure that the House will agree with me that it must be our constant policy to secure the early extinction of the floating debt by its conversion into securities of longer term.

44. *Remittances to London, 1922-23.*—Our sterling borrowings have facilitated the provision in London of the sums required to meet our sterling obligations during the year. But advantage has been taken of the strengthening of exchange which occurred at the New Year to effect remittance by the method of selling Council Bills. Weekly sales have been taking place of moderate amounts since the beginning of January, and we have thereby been placing funds in London at a moment which, although somewhat in advance of actual requirements, is nevertheless convenient to the market. We anticipate that our balance in London will be about £8 millions on the 31st March 1923, as against a normal minimum balance of £4 millions, but the surplus will be required early in the new financial year.

45. *Summary.*—The following statement summarises the Ways and Means operations for India and England together during 1922-23 and 1923-24 :—

	(Crores of rupees.) Revised.	Budget.
Liabilities.		
Railway capital outlay	21·4	38·6
Delhi, Irrigation and Telegraph capital outlay.	3·0	2·9
Discharge of funded debts, etc.	12·4	5·2
Discharge of Treasury Bills—		
With the public	32·4	5·5
In the Paper Currency Reserve ..	8·2	
Loans to Provincial Governments	11·4	13·5
Central Government's revenue deficit ..	17·3	..
Drawings of Provincial Governments ..	..	1·3
	106·1	67·0
Met as follows :—		
Central Government's revenue surplus ..	..	·2
Surplus revenue of Provincial Governments	1·0	..
Rupee loans	46·9	25·0
Sterling loans (converted at 1*s.* 4*d.*) ..	47·3	22·7
Net receipts from Savings Bank deposits, etc.	3·1	5·0
Miscellaneous items	2·5	2·2
Reduction of cash balances	5·3	11·9
	106·1	67·0

46. *Forecast for* 1923-24.—In 1923-24, if the measures which I propose are adopted, we shall not again have to face the necessity of financing a large revenue deficit. Our largest liability will be for Railway-Capital outlay. During 1922-23, it has not been possible to spend the full 30 crores allotted under the 5-year programme; there will be a large carry forward. We are adding this to the 30 crores for next year, making a total of 38·6 crores to be provided for capital expenditure on Railways in 1923-24. We have about 5¼ crores of maturing bonds to meet, and our other Capital outlay is expected to reach about 3 crores. Loans or overdrafts to the Provincial Governments will absorb 13½ crores, the greater part of which will go to the Bombay Government for expenditure on their Development scheme.

47. *Remittances to London*, 1923-24.—We expect to start the year, as I have already said, with a cash balance of £8 millions in London. We are assuming, for the purpose of the Ways and Means estimate, that we shall be able to raise £15 millions by new sterling borrowings. We are assuming for budget purposes also that we shall be able to secure a rupee loan of 25 crores. With these resources, we hope to meet the liabilities I have mentioned, and in addition to effect a further reduction of five or six crores in our floating debt. In addition to the new sterling borrowings of £15 millions we estimate that we shall require to remit £27 millions to London from India during 1923-24. It is unnecessary, I think, for me to discuss at the present moment the various alternative methods of effecting this remittance. In addition to the ordinary method of purchase of exchange, the £5¾ millions in the Paper Currency Reserve in London, and after that the Gold Standard Reserve of £40 millions, can be drawn upon against an equivalent earmarking of rupees for those Reserves in India. Which particular combination of the various methods available will be adopted is a matter upon which it is impossible for Government to commit themselves in advance, since much must depend upon exchange conditions during the year.

VI.—Provincial contributions.

48. There is another subject on which I should like to say a word owing to its close connection with the problem of covering our deficit, and that is the vexed question of the provincial contributions. I do not think that any one considering Indian finances at the present time can fail to be impressed by the undesirability of a long continuance of the present unsatisfactory position in regard to the provincial contributions. The Government of India have stated plainly that as soon as they are able to do so, they intend to reduce, and eventually extinguish these contributions. I am aware that this is not the solution which finds universal favour, though I think this is what the majority of the Provincial Governments desire. But so long as we have a deficit in the Central budget, it is obviously impossible for us to make a beginning with the reduction of provincial contributions. Meanwhile, every Provincial Government, without exception,

is finding very great difficulty in balancing its budget. The majority, I am afraid, did not succeed in doing so in 1922-23, though they are doing better I am glad to see for 1923-24. It has been suggested to me by more than one spokesman for the provinces that there is a feeling in the minds of the Provincial Governments and of their Legislatures that it would be unwise for them to show balanced budgets. They are, it is hinted, taking a leaf out of the book of some charitable and religious bodies which make a habit of showing an annual deficit in order to make a striking appeal to their supporters to come to their rescue. The Provincial Governments think, it is said, that they will get more sympathy from the Central Government and get rid of their provincial contributions quicker if they can show a handsome deficit and appeal to the charity of the Central Government. I should like to say for my part that the strongest appeal that the Provincial Governments can make to me in this matter of the Provincial contributions is to show themslves worthy of assistance from the Central Government by strenuous and successful endeavours to make both ends meet for themselves. Much, therefore, as we should have liked to be able to make a beginning of the reduction of the provincial contributions, it is obvious that this year we must confine ourselves to an attempt to deal with our own deficit. I would, however, add this appeal to all who are interested in a reduction in the provincial contributions. Let them give us their full support in any measures we propose for securing a balanced Central budget in the certainty that by so doing they are hastening the day when the contributions can begin to be released.

VII.—Proposals for dealing with the deficit.

49. *Interest on Gold Standard Reserve.*—What then is to be done about the deficit of 5·85 crores ? First of all, we propose to make an adjustment which, though little more than a change in methods of book-keeping has the effect of reducing the apparent figure of the deficit by 1·59 crores. It is proposed to ask the House to continue during 1923-24, the arrangement made a year ago for crediting to revenue the interest on the securities in the Paper Currency Reserve. There is a similar source of income in the interest on the £40,000,000 in the Gold Standard Reserve, which is expected to amount to 1·59 crores in 1923-24. This is, in essence of the same nature as the interest on the Paper Currency Reserve's investments, and we propose for 1923-24, to treat it in the same way. This change does not really add anything to our available resources or alter our Ways and Means position but I think it is justified on merits.

50. *Deficit cannot be left Uncovered.*—We are thus left with a deficit of 4·26 crores, and the only way left for meeting it is by additional taxation. If the House will turn its mind back for a moment to what I said about the accrued deficits of the last five years, it will recognise that it cannot leave the deficit of 4¼ crores untouched. It will perhaps be asked whether the fact that several crores in the military

expenditure and a considerable additional amount in the non-military expenditure represents non-recurrent expenditure due to "lag" and "terminal charges" would not justify the deficit being allowed to continue for one more year. This argument unfortunately does not represent the full facts. If some crores in the military budget represent non-recurrent expenditure, on the other hand over 2 crores of the cuts made in the military budget represent non-recurrent savings, being arrived at simply by a reduction in stores. Similar considerations apply to some of the other cuts both in the military and the non-military budgets in particular in the railway budget. Moreover, some terminal charges will still have to be met in 1924-25. Whatever our hopes may be, we have no reasonable certainty that the budget for 1924-25 would balance on the basis of present taxation. Moreover we have not yet begun to provide anything towards making good past deficits. If 1924-25 were to turn out much better than it it is possible to promise at this moment, we can, if we have got through 1923-24 without a deficit, turn our thoughts to reduction of the provincial contributions.

51. *New Taxation Necessary.*—Our conclusion, therefore, is that we must ask for some increase in taxation. No one likes new taxation. It is a disappointment to the House, and it was a great disappointment to me, that new taxation is needed at all. If he is wise, a Finance Member dislikes new expenditure and dislikes new taxation even more. But most of all, he loathes and abhors a deficit. I hope the House will agree that I have demonstrated to the full the absolute impossibility of its leaving a sixth year's deficit of 4¼ crores to be added to the appalling aggregate of 100 crores of the deficits of the last five years. The House would be false to its trust if it allowed the Government to adopt so pusillanimous and mischievous a course. The credit of India is in jeopardy. It is already under the cloud of the deficits of the last five years. But India's financial record has been so good for decades preceding those five years that hitherto the damage is not irreparable. The world has trust in India's record and has felt sure that the era of deficits could only be a passing phase. It is our duty to-day to justify that trust. We have made drastic cuts in our expenditure, but we have not achieved a balance. New taxation is, therefore, inevitable.

52. *Increase in Salt Duty.*—What form then is the new taxation to take? We have carefully reviewed the existing taxes. In particular we have examined those taxes which were proposed last year and not accepted. One after another we have had to reject promising expedients, and finally we have come to the conclusion that the right course is to ask the House to agree to an increase in the salt tax to Rs. 2-8 a maund. In a full year, this increase is estimated to yield 6 crores, but we cannot count on its bringing in more than 4½ crores in 1923-24. The House will see that this additional revenue is just sufficient to cover the deficit of 4¼ crores, to give us a balanced budget, and to leave us a small surplus of 24 lakhs. In view of the uncertainties of

our estimates of expenditure, this House will agree that this is not an undue margin to leave over for contingencies.

CONCLUSION.

53. My allotted task is finished. I have laid before the House the Government of India's account of their stewardship for the year that is passing and their proposals for the year 1923-24. I am painfully conscious of the responsibility which attaches to the Member introducing the budget. He cannot hope that his proposals will receive universal approbation. I have no doubt that when the details of our proposed expenditure come up for discussion, some Members will criticise this or that retrenchment as iniquitous and the retention of this or that item of expenditure as outrageous. Some other Members will disagree entirely with them on one or other or both of these criticisms. But all will manage to disagree with me on some point or other. I hope none the less that the Government of India will receive the credit which I claim is their due for courageously shouldering their burden and boldly coming forward with a budget which, at one and the same time, effects drastic reductions in expenditure and calls for a further sacrifice in the form of new taxation. I appeal to the House for one last long and strong pull, all of us pulling together, in the confident assurance that so doing we shall quickly get the boat out of the vicious current which is threatening to drag India down on to the rocks of insolvency. Once back in safe waters, I have every hope that in a surprisingly short time we shall find ourselves on the flood tide of prosperity, and shall be able to turn our minds to pleasant thoughts of reduced provincial contributions, reduced taxation, and increased devotion of our resources to the development of India. I was struck a little more than a week ago by a remark that fell from Sir Deva Prasad Sarvadhikari when, speaking on the Racial Distinctions Bill, he said that the House had had three red letter days in succession. Let us crown our successes by a fourth red letter day, and end our session with a balanced budget.

BASIL P. BLACKETT.

The 1st March 1923.

INDIAN FACTORIES (AMENDMENT) BILL.

Extract from the Proceedings of a meeting of the Council of State held at Delhi on the 23rd January 1922.

THE HONOURABLE SIR ARTHUR FROOM:—Sir, were my friend the Honourable Sir Alexander Murray here, I should leave it to him to support this Bill. For myself, I do not wish to detain the Council for any length of time. Indeed, the words which I should have said in support of this Bill have already been uttered by the three previous speakers. We welcome this Bill as a protection to, and for the good of, labour in this country, which we, employers of labour, have at heart.

There is one note I should like to sound, however, and that is, that I would appeal to those champions of labour, or leaders of labour, to try and keep labour on the right lines. Labour does not always keep on the right lines in their demands on the employers, and if the leaders of labour would only bear this in mind and sometimes keep the fact before them that there are two sides to a question, we in Bombay should have very much less trouble with labour than we have had in the past. I have not got very much more to say about this, but I think perhaps it would interest the Council to give you a very short example of what I wish to bring before them in a matter which has come up to me here. I am connected with some works in Bombay. At busy times we perhaps employ something like 8,000 or 9,000 men. Unfortunately the number is very much reduced now. It has been our practice—I cannot guarantee the practice will continue—in past years that when Christmas Day has fallen on a week day, we shut down our works. We shut down our works for the important Christmas festival, but we have recognised that we were keeping labour out of a day's pay, and we have paid them for that day though no work has been done. Last Christmas Day fell on a Sunday, and we have had an application for a day's pay ! Well, I cannot see that our labour on this occasion has any claim for a day's pay. They are not losing any pay since Christmas Day fell on a Sunday. Still, I do not altogether complain of their application. Labour is not very literate, and I do not blame them for trying it on, but what I do complain is, that one of their leaders has written to me and pressed this unreasonable claim. It is in cases like this where I appeal to leaders of labour to keep the men on the right lines and not to put forward preposterous claims on their employers. I am all for improved conditions of labour in this country : it is good for the men, it is good for their work. I heartily support this Bill.

RESOLUTION *RE*: RETRENCHMENT AND ECONOMY IN NATIONAL EXPENDITURE.

Extract from the Proceedings of a meeting of the Council of State held at Delhi on the 25th January 1922.

THE HONOURABLE SIR ARTHUR FROOM :—Sir, I consider that this Resolution is one which might well commend itself to Government. As the Honourable Mover has pointed out, it is not a Resolution of adverse criticism, but as I read it, it is a genuine offer of assistance to the Finance Department in the extremely difficult period through which India, in common with other countries, is passing at the present time, the difficulty being that of trying to make both ends meet in the matter of expenditure and receipts. When the revenue side of a profit and loss account is falling away one naturally turns to the expenditure side, and it is here that a Committee, such as that suggested by the Honourable Mover of this Resolution, might be of considerable assistance to Government. The Finance Department, no doubt, is

considering and bringing into practice retrenchment in every possible direction, and I have also no doubt that we shall hear the result of their deliberations on this point when the Budget is introduced. A policy of retrenchment, however—and it is here again where I think a committee might be of considerable assistance—has to be handled with the greatest care. I for one am no believer in cutting expenditure on certain items to relieve the immediate present when the result brings about in the future very much heavier payments to re-establish what has been sacrificed as a temporary expedient. Also it is quite conceivable that retrenchment is possible in the administration of some Government Departments, and one can hardly expect Government to sit in judgment on itself with the same clearness of vision that an outsider might possess; and a committee such as that suggested by the Honourable Mover of this Resolution, might prove of considerable benefit in this direction also. I will not detain the Council any longer in going over the ground that my Honourable Friend has travelled with such ability; but I should like to emphasise one point in his speech and that is, he clearly stated, and we all recognise that what he stated is correct, that the object of his Resolution is to induce confidence in this country that there is no culpable wastage. Once that confidence is felt throughout the country, then I consider that any fresh taxation which the Finance Department might find it necessary to introduce would be less unpalatable to, and less resented by, all concerned. Sir, with these few words, I commend this Resolution to Government.

RESOLUTION *RE*: INCREASE OF INDIANS IN THE PORT TRUST.

Extract from the Proceedings of a Meeting of the Council of State held at Delhi on the 26th January 1922.

THE HONOURABLE SIR ARTHUR FROOM:—Sir, it is with a certain amount of diffidence that I rise to say a few words in connection with the Honourable Mr. Sethna's Resolution. I am and have been for a number of years a trustee of the Port of Bombay, and were I to support Mr. Sethna's Resolution *in toto*, I feel I should be criticising myself. I would rather leave it to others to do that for me. For another reason, however, I cannot accept Mr. Sethna's Resolution, as it is in effect a suggestion for a recommendation to Government to usurp the duties of the trustees themselves, and I cannot help thinking that Mr. Sethna would recognise that position inasmuch as he is a trustee himself. Mr. Sethna has given us a number of figures. Amongst his figures he quoted the number of trustees on the Board in Bombay, and there he pointed out that there were only 5 Indians. I am afraid, Sir, in discussing this Resolution I must confine myself to the Bombay Port Trust, as I have no intimate knowledge of the working of other Trusts. As has been said already, there are 18 trustees in the Port of Bombay, of which 5 only are Indians. That in itself

perhaps sounds rather a small proportion, but I should like to explain the composition of the Board to this House. First of all there is the Chairman. It goes without saying that if the Chairman were an Indian, it would increase the number of Indians. Then there is the Director of the Royal Indian Marine. If that naval officer were an Indian it would increase the percentage of Indians. Then you have the Collector of Customs. The Collector of Customs in the future will very probably be an Indian. Then you increase the number of Indian representatives. You have the Municipal Commissioner and the same remarks apply to him. Then you have the two Agents of the Railways. You have also the General Officer Commanding, Bombay. Then you have five Indians and five elected Europeans. It only comes to 17. I asked Mr. Sethna as to who the remaining one is and he too is unable to remember it at the moment. But I think I have said enough to show that the sweeping statement that there are only 5 Indians on the Board is somewhat misleading until you come to examine the composition of the Board. As soon as you have an Indian Municipal Commissioner and an Indian Collector of Customs, you will increase the representation of Indians on the Board. The Honourable Mr. Sethna quoted some statistical figures, which are always little dangerous when you apply percentages. I have some figures here, but unfortunately they do not go into the higher grades. They start from the Rs. 250 grade upwards. I got these figures from Bombay. I would rather that they had omitted the Rs. 250 grade. But the figures, I think, will show you the point I wish to make.

Department.	No. of appointments.	Europeans.	Anglo-Indians.	Indians.
Secretary's Department	4	2	1	1
Chief Accountant's Department ..	18	6	2	10
Chief Engineer's Department	77	41	14	22
Controller, Stores	4	3	1	..
Bandar Department	9	4	1	4
Railway Department	28	20	3	5
Port Department	44	43	..	1
Medical Department	3	1	..	2

Well, of course, the Honourable Mr. Sethna will doubtless take me up on the point that the salary has gone too low and that you would naturally expect more Indians on the lower salaries; but what I want to emphasise is, the fact that in a department like the Port Department, even going to as low salaries as Rs. 250, we have not been able to appoint a number of Indians because they have not come forward with the trained technical knowledge to join it. Therefore, when you go in for percentages of the total number of officers, in the Port Trust, you are dealing with rather a dangerous way of looking at this matter. You have to eliminate certain departments, like the Engineer's Department and the Port Department, because we have not a sufficient number of highly trained Indians to take up the posts in those Departments. Well, I am on one of the sub-committees of the Port Trust called the Finance and Establishment Committee. Mr. Sethna is

also a member of that Committee, and he knows, as well as I do, that in recent years the trustees are all for appointing Indians. It is perhaps, because years ago there was not the same inclination that we have not Indians at the present day in these higher paid posts; they have got to work their way up. Recently the Port Trust required as probationers three men who had had some training at Home and, in writing Home to the Secretary of the Appointments Board of the three Universities, we laid great stress on the fact that applications should be called for from Indians who had received training at Home in any of the three Universities. No applications were received from any Indians. We also asked our Engineer at Home who looks after our boys there if he had had any applications from Indians undergoing University training in England, and he said he did not know and could not say. Well, that did not satisfy the Finance and Establishment Committee, and if Honourable Members will read the advertisements which appeared in the *Pioneer* of yesterday, they will see an advertisement running like this :—

"The Trustees of the Port of Bombay are prepared to receive applications from Indian gentlemen who have had University or technical education in Great Britain for appointment as probationers in the Port Trust service. Applicant should not be above 25 years of age and must be of good physique. The candidate selected will be appointed on a three years' agreement on a salary of Rs. 500-50-600 per mensem and, on the expiry of this agreement, he will be appointed to the Trustees' permanent staff, if considered suitable."

Now, I contend that that shows that we, the Trustees of the Port of Bombay, are in no way against the appointment of Indians to the posts that the Port Trust can offer; in fact, we are encouraging them as much as we can.

Sir, I cannot accept the Honourable Mr. Sethna's Resolution. For the reasons I have given I do not think that Government should take any steps which would usurp the duties of the Trustees. I am not at all sorry though that he has brought this Resolution forward. It has given rise to an interesting debate, and it has also given me an opportunity of showing this House that the Trustees of the Port of Bombay are doing what they can to encourage Indians to come forward and fill the posts that are offering. We are none of us adverse to the advancement of Indians in such important administrations as those of the big ports of India, but this advancement cannot be effected at the expense of efficiency, and it is up to Indians themselves to qualify for the more senior posts. I, for one, shall always be most happy to support their just claims for advancement.

Sir, as regards the technical posts in the Port Trust, it is very difficult to get Indians to come forward for them. May I break away from the Port Trust for just one minute ? I am on the Board of a very big company in Bombay, the Bombay Electric Supply and Tramways Company. The Board has a large majority of Indians on it ;

I think I and one other are the only Europeans. We wanted a charge engineer at the Kasara Power Station, and we all resolved to appoint an Indian. We advertised in the English papers in India; we advertised in the Vernacular papers in India, and we got not a single application for the post. It is up to Indians to train themselves for technical posts, take off their coats and begin right from the very beginning and work in the shops like all trained British engineers have done. The latter work in the shops from the very beginning and then qualify themselves step by step for the higher posts of engineering. So in the case of Port Trusts, such as Pilots, Harbour Masters, Berthing Masters and other appointments in connection with the sea.

Sir, I am afraid I cannot support the Honourable Mr. Sethna's Resolution, but, as I have said, I am quite pleased he has brought it forward, as it has given this House an opportunity of discussing this important matter in full.

INDIAN INCOME-TAX BILL.

Extracts from the Proceedings of a Meeting of the Council of State held at Delhi on the 23rd February 1922.

(1) THE HONOURABLE SIR ARTHUR FROOM:—Sir, with reference to the remarks that have fallen from my Honourable friend, Mr. Lalubhai Samaldas, I should like to make a reference to what he said about the creation of this new post of Board of Inland Revenue. We certainly agreed and we were of opinion that in the immediate present there should be only one member, but we had in mind the future when we hope the income-tax revenue will be very much larger than it is at present, and we thought that the Board of Inland Revenue might then easily consist of more than one Member. I concur with what my Honourable friend has said that we did agree in the Committee that at present we were of opinion that there was only room for one member, but we were also looking to the future, and that is why the new post is called 'the Board of Inland Revenue.'

(2) THE HONOURABLE SIR ARTHUR FROOM:—Sir, I now beg to move the following amendment:—

> 'That in clause 15, sub-section (2) of the Bill, for the words 'any male member,' the words 'any adult male member' be substituted.'

I think, Sir, that I should explain at once to the Council that the word 'adult' which I seek to introduce, appeared in clause 15 (2) of this Bill as amended by the Joint Committee which devoted a considerable amount of time and care in the discussion of this Bill, clause by

clause. On the Joint Committee there were a large number of distinguished Hindu gentlemen, some of whom are Members of this Council and none of them took exception to the deduction of sums paid to effect the insurance on the life of any male member of a Hindu undivided family, and of the wife of any such member, being confined to the adult male members and their wives.

It appears that during the passage of the Bill in another place the word 'adult' has been dropped out which, as will be at once apparent to the Honourable Members of this House, would have the result of admitting as a deduction the premia paid to effect the insurance on the lives of children.

Now as Honourable Members are aware, a Hindu undivided family is recognised and treated under the Income-tax Act as a unit for Income-tax purposes, much in the same manner as an unregistered firm is dealt with, but with this difference that each individual member is not required to bring into his statement of income derived from other sources the amount he receives from, or his share of, the income of the undivided family. This concession in many cases has an appreciable advantageous effect in determining the scale under which the individual has to pay income-tax or super-tax. I mention this to show that we in Select Committee carefully considered the interests of Hindu undivided families.

There is also the further concession in the Bill, as presented by the Joint Committee, of the insurance premium of each adult member of the undivided family, and of his wife being allowed as a deduction in preparing the statement of the family as a whole. That is, although a Hindu undivided family pays income-tax as a unit, the insurance premium of each member of that undivided family and of his wife is allowed as a deduction. That, I think, Honourable Members will agree, is a further concession. But I do not think, Sir, that it is either reasonable or fair to expect that this deduction should be extended to include the insurance premia on the lives of children. I contend that such a claim is unreasonable, as were it to be admitted, it would at once promote an undesirable tendency to insure on a large scale the lives of children and escape income-tax on the premia paid I describe such a claim as unfair as no such concession is allowed in connection with the life insurance of the children of any other families than those of a Hindu undivided family. Why should they therefore get this exceptional treatment in respect of children ?

I feel sure, Sir, that this Council will recognise the objection there is to the omission of the word 'adult' in clause 15, sub-clause (2) of this Bill, and I have little doubt that Honourable Members will agree with me as to the Joint Committee's decision to insert the word being both wise and just, and that they will readily pass the amendment I have moved.

RESOLUTION *RE*: CONSTITUTIONAL PRACTICE OF VOTING AN ADDRESS AFTER SPEECH FROM THE THRONE.

Extract from the Proceedings of a Meeting of the Council of State held at Delhi on the 27th February 1922.

THE HONOURABLE SIR ARTHUR FROOM:—Sir, I beg to move the following amendment to the Honourable Mr. Khaparde's Resolution:

> 'That after the words 'constitutional practice' the following is substituted for the remainder of the Resolution:
>
> 'of a general discussion on the topics raised by the Governor-General's speech at the opening of each Session of the Legislature in so far as those topics are open to discussion by the Council.'

Sir, I think it will be obvious to all the Members of this Council from the very picturesque history which the Honourable Mr. Khaparde has given us of the House of Lords and the House of Commons at Home, that the Resolution to which I am moving this amendment is based on the procedure in England where the conditions of the constituted Government are considerably different from those obtaining in this country at the present time. The speech of His Majesty the King at the opening of Parliament is in effect a declaration by the Prime Minister of the policy of the Government in power for the time being. If the motion to move an address is negatived or substantially amended, it usually amounts to a Resolution of want of confidence in the Government which accordingly resigns. Now, at the present stage of the Legislature in India, I cannot see the usefulness of a Resolution to vote an address in reply to the Governor General's speech. Suppose the Resolution is not adopted or is substantially amended, what result has been obtained? There is no particular Government party to resign and you can hardly expect the Viceroy in office at the time to do so. On these lines we might have a new Viceroy once a year. Nor can you expect the Executive Members of the Viceroy's Council to resign; they are not comparable with the Members of the Cabinet in England, but correspond more closely with the permanent staff and are in effect an irremovable Executive who do not hold office at the pleasure of the Legislature. Fancy the possible calamity of say a new Home Member or new Finance Member every year. (A voice: Thrice).

Sir, I think I have said enough to show what little, if any, advantage would be gained from this Council having an opportunity of voting an address on the Governor-General's speech, but I am in sympathy with the motives underlying the Resolution, and for this reason have brought forward my amendment that this Council should be given an opportunity of a general discussion on the Governor-General's speech, subject always to the reservation that nothing arising thereon can be discussed which is not open to discussion in this Council under the rules. The speech doubtless will always embrace topics of particular interest and give voice to some declaration of Government's

policy, and a discussion in this Council on such topics and such declarations of policy would, I think, be all to the good. Misunderstandings could be smoothed away, explanations would be forthcoming. The moving in Council of ineffective and unprofitable Resolutions would be avoided, while the way would be prepared for other Resolutions which would be of assistance in the fit and proper conduct of the administration of this great country.

Sir, I hope that my amendment will be acceptable to the Honourable Mover of the Resolution and also acceptable to Government.

I would add one point more. I consider that a calm and carefully studied discussion on the Governor-Generals's opening speech, reported as it would be in the Press both European and Vernacular throughout India, could not fail to be but beneficial and educative to the masses generally. With these few remarks, Sir, I move my amendment.

INDIAN MERCHANT SHIPPING BILL.

Extract from the Proceedings of a Meeting of the Council of State held at Delhi on the 28th February 1922.

THE HONOURABLE SIR ARTHUR FROOM:—Sir, in a few words I should like to congratulate you on the introduction of this Bill which seeks to consolidate the several enactments relating to Merchant Shipping. I do not profess to be a special authority on the Merchant Shipping Acts, but at times I have had to dive into them, and as the Honourable Member for Commerce has pointed out, that diving has frequently led to very unsatisfactory results; sometimes I have been unable to find what I want, at others I have found conflicting instructions.

It must be obvious to the Members of this Council, from what I might describe as the fatness of this Bill, that your work, Sir, and the work of your Committee must have been one of considerable labour, and from my slight knowledge of the various Merchant Shipping Acts and their intricacies, with the inconsistencies of some of the various sections, I cannot think that that labour was altogether one of love. Well, Sir, it must have been very hard work. I congratulate you on introducing this important measure.

DISCUSSION ON THE BUDGET.

Extract from the Proceedings of a Meeting of the Council of State held at Delhi on the 8th March 1922.

THE HONOURABLE SIR ARTHUR FROOM:—Sir, in discussing an important matter like the Budget, it is very difficult to refrain from

referring frequently to the Honourable the Finance Member either by his official name or by the name of the Honourable Sir Malcolm Hailey; but I think I am expressing the feelings of all the Members of this Council when I say that, although we have frequently to refer to him either by his official name or by his personal name, such criticisms as we make are really intended in a friendly apirit; even if at times they appear to be acrimonious; our idea is to assist Government and not to place obstacles in their way. I fully recognise, and I think all the Members of this Council recognise, the difficulties which have beset the Honourable the Finance Member in presenting a Budget to the Legislature which means increased taxation. Increased taxation is never welcome, and although many Members of the Legislature have held up their hands in horror and exclaimed 'Oh! this Budget,' I cannot but think that, in many respects, it was only what we expected.

I will first turn to the expenditure side, Sir, and here at once, of course, I come to the Military expenditure. I cannot help thinking that His Excellency the Commander-in-Chief must extremely be flattered at the amount of time and discussion which is devoted to the department over which he so ably presides. I should like to say at the outset that I am in thorough agreement with what has been stated by both His Excellency the Commander-in-Chief and by the Honourable the Finance Member that the Military Budget cannot be reduced. I am thoroughly convinced by what has been stated, that the Army Department has done all it can to economise. We know the reasons why the Military expenditure cannot present a more favourable aspect to the Legislature. The chief of them is the increased cost of everything. Honourable Members of this Council will remember the general outcry for increased wages throughout the country, which outcry has been liberally met and is materially reflected in the price of everything, of food, of clothing, and of material; and the Army Department feel that as much as the rest of us do. Then, again, the Railway charges have gone up, and the Army Department feel that acutely in moving their troops about. They move their troops about, I understand, much more often than they wish to do, to quell internal disturbances. The Waziristan policy has been criticised. I do not pretend to be an expert on it, but I do understand this much about it and that is, when the North-West Frontier is frequently being raided, what would any other Honourable Member of this Council besides His Excellency the Commander-in-Chief do? What would Honourable Members think it the best thing to do? Would they sit inside the borders and wait to repel repeated attacks which result in a disastrous loss of lives of innocent people, or would they not go straight for the heart of the disease and go into the enemy's country and fight it out there? That, I understand, is the policy which His Excellency the Commander-in-Chief is taking up at present.

There is another matter to which I would like to draw the attention of this Council in connection with the Military expenditure which is the amount which we have to pay for the safety of this great country of India, safety from invasion and internal disorder. In paying for the

safety of this great country we do not pay one single pie for the safety of her sea borders, and I think Honourable Members should remember that in discussing this expenditure, when they lift up their voices and say what a dreadful amount we are spending for defence. Supposing you had your own Navy to support too. I have heard in many quarters that an Indian Navy would be liked and welcomed. I do not know whether it would be liked and welcomed if we had to pay for it. We are often compared with Japan. Now, Japan supports a very large Army; it also maintains a very large Navy; and in their financial year 1921-22, the cost of their Navy was £ 70 millions or third of their whole Budget. India has not got that to face at all, and I think that we should meet this Military expenditure which I am convinced is necessary for the internal and external security of this country. We should face it as cheerfully as we can.

There is another point in connection with this. I feel sure, Sir, that Members of this Council are most of them possessed of a lively imagination, and this lively imagination, I think, might be directed in this way. Cannot you imagine the discussions which have ensued between His Excellency the Commander-in-Chief and the Honourable the Finance Member before the Finance Member would agree to the amount to be set aside for Army expenditure. I feel quite sure that the Honourable Member must have had, if he will permit me to say so, many scraps with His Excellency the Commander-in-Chief over the amount. The Honourable the Finance Member must have said 'Cannot you reduce this, cannot you reduce the other.' I feel sure that in presenting his Budget the Honourable the Finance Member did not want to have a bigger Army expenditure than could possibly be fixed with equity. And, when in support of his Excellency the Commander-in-Chief the Honourable the Finance Member says that he is not prepared to recommend any reduction of the amount set aside for military expenditure, I think Members of this Council should accept it. (Cries of 'No, no'.)

Well, so much, Sir, for the expenditure side of the Budget. I now come to the revenue side. First of all, as regards the increase in Railway fares. There is one small matter about which I am not clear in this connection. The Honourable the Finance Member in his speech pointed out that, after the application of the increased Railway fares, it was estimated that the Railways would work at a loss of a crore of rupees.

THE HONOURABLE SIR MALCOLM HAILEY:—Increased goods rates.

THE HONOURABLE SIR ARTHUR FROOM:—Thank you, Sir, I intended to say goods rates. After the application of the revised freights on goods the Honourable the Finance Member estimated that Railways would work at a loss of a crore of rupees. Later on the 25 per cent. increase of Railway fares was referred to, and six crores is expected

to result from that. Then six crores is taken into the credit side. Do I understand that we are to get 7 crores from the increased passenger fares ?

THE HONOURABLE SIR MALCOLM Hailey :—No, 6 crores.

THE HONOURABLE SIR ARTHUR FROOM :—Railways will then show a net credit in the Budget of 5 and not 6 crores. That brings down the total Budget Revenue to 28 crores and not 29. I will leave that point and hope the Honourable the Finance Member will explain that later on.

I have no particular remarks to offer as regards the income-tax and super-tax. We have got to swallow it. We do not like it, but we have to find money from somewhere.

We have heard a good deal of discussion about Salt, Matches and Kerosine, and about the poor man's tax. Well, last year when it was proposed to increase the Postal charges, I have lively recollections of hearing a good deal about this poor man ; in fact the 'poor man' flag was put up and waved everywhere and we were supposed to be the oppressors of the poor man. I have never been quite convinced that my friends were not playing to the gallery of their constituencies ..

THE HONOURABLE SIR MANECKJI DADABHOY:—Sir, I rise to a point of order. I do not know whether that remark is correct.

THE HONOURABLE SIR ARTHUR FROOM :—I meant nothing rude in any way. I did not intend to cast a reflection on Honourable Members. The remark was only made in the course of debate. But where is your poor man in this country that we hear such a lot about? Is he the millhand on my side of India ? If he is then that poor man works on an average about three or four days a week instead of six. His wages have been increased, and now he won't do this work in the same way that he used to. We have found the same thing in some works with which I am connected. They work on an average four days a week instead of six, and yet they are called poor men. I say that they can afford to pay this tax and do another day's work.

Now we come down to Machinery. Here I am afraid I must join in the cry against the additional taxation. I do not like this tax of 10 per cent. when there was none a year ago. I agree with what my friend Sir Edgar Holberton has said about it being a drag on industrial development, and if the Honourable the Finance Member does not propose to forego it altogether, let him at any rate reduce the proposed tax considerably. I also agree with my Honourable Friend, Sir Edgar Holberton, that those orders which have been placed before the introduction of this Budget should be allowed in free of the new tax. It might be contended that that would create a dangerous precedent, and that we might want to get our already ordered whisky in free of the increased tax also. But that is not so ; what I want to point out is that Machinery which is intended for a new industry is coming to a

non-paying concern, and therefore you will be charging capital if you insist on levying this increased tax on orders which have already been placed and which were placed on calculations based on the 2½ per cent. import tax.

Finally, Sir, I come to this vexed question of Cotton excise. I do not propose to plunge into a deep whirlpool of discussion in connection with this. Although I am from Bombay I am not a mill-owner. Sir Edgar Holberton in discussing this matter gave the debate a medical turn, and talked about blue pills and Gregory's powder, and eventually arrived at 'consumption.' I do not know whether that was the result of the Gregory's powder and blue pills. I cannot help thinking that he must at one time have had a medical training. I know nothing about the consumption tax. I do not propose to discuss it now. It is obvious that the result of this Excise duty and the increase in import duties will spell higher prices in cloth. That I think will be felt very hardly throughout this country. At the same time, I recognise that Government has to get the money, and I do not think the view of the mill-owners will be adverse to this tax. The mill-owners, I believe were perfectly well satisfied with the margin of 7½ per cent. which existed before the new Budget was introduced, and that margin of 7½ per cent. is still maintained. One of the Honourable Members speaking before me said that this increased Excise tax was an insult to the intelligence of the country. Well, the insult is so extraordinary that in Bombay when the details of the Budget became known most mill shares jumped up 10 points. (Laughter.)

I will not detain this House any longer. I do not think the Budget is a bad one on the whole. I do not like the Machinery tax. The Cotton excise will mean higher priced cloth for the people. I leave it to the other Members to fight their battles over that with the Finance Member. But, as I have said, Sir, I do not think that the Budget should be so adversely criticised as a whole as it has been, and I must congratulate the Honourable Member in charge of the Finance Department on the way in which he has faced a very difficult task.

QUESTIONS AND ANSWERS.

EMBARGO ON EXPORT OF RICE FROM BENGAL.

Extract from the Proceedings of a meeting of the Council of State held at Delhi on the 15th March 1922.

THE HONOURABLE MAHARAJA SHOSHI KANTA ACHARYA CHAUDHURI:—

(*a*) Has the attention of Government been drawn to a recent debate in the Bengal Legislative Council on the question of the embargo on the export of rice from Bengal?

(*b*) If so, will Government be pleased to make a statement as to their present policy in this matter?

THE HONOURABLE MR. B. N. SARMA :—The Government of India have had under consideration the question of removing the restrictions on the export of rice from India which were imposed more than three years ago. Before these restrictions were imposed, it was customary for India to export her superior or special qualities of rice while at the same time counterbalancing this export by importing comparatively cheap and inferior rice from Burma, with the result that ordinarily there was very little or no net export from India and no drain on Indian stocks. Representations have been received that the continuance of the embargo on the export of rice is having a prejudicial effect on the rice mill industry and would still further weaken her hold on the markets of the world. The last harvest, both in India and in Burma was a very fine one; the price of rice in India last year never showed the same large rise which occurred in the prices of other food-grains and it has now fallen considerably. At the same time, there has been a heavy fall in the prices of millets. The Government of India have, therefore, now decided to remove, with effect from the 1st April, all restrictions on the export of rice from India, but they desire to make it clear, that, should this measure be followed by a considerable rise in prices the question will be reconsidered. The existing restrictions on the export of wheat (including wheat flour) and of other food-grains and pulses will be continued in full force.

THE HONOURABLE LALA SUKHBIR SINHA :—May I put a supplementary question to this question ? Do the Government propose to remove the embargo on the export of wheat after the end of March ?

THE HONOURABLE MR. B. N. SARMA :—There is no present intention of interfering with the existing practice.

THE HONOURABLE SIR ARTHUR FROOM :—May I put a supplementary question, Sir ? Will the Honourable Member state whether this policy of Government of the embargo on the export of wheat has reduced prices in this country ? I think the Honourable Member made some mention of this the other day. May I ask him to let me know what it was ?

THE HONOURABLE MR. B. N. SARMA :—The question does not arise directly out of the rice question ; but I may say that the price of wheat is still fairly high, especially in the Punjab, and the Government have reason to believe that the stocks are low and might have been higher but for the restrictions ; and I think it would require very strong and powerful arguments to make them reconsider their position.

RESOLUTION *RE* CARRIAGE OF GOVERNMENT AND RAILWAY MATERIALS.

Extract from the Proceedings of a Meeting of the Council of State held at Delhi on the 15th March 1922.

THE HONOURABLE SIR ARTHUR FROOM :—Sir, Honourable Members of this House might perhaps be inclined to regard me as an interested

person in connection with this Resolution; and I had not intended to intervene in the debate at all. But when the Honourable Member who moved the Resolution states that he is merely claiming equality of treatment, while his Resolution reads that Indian companies should be given 'preference,' I cannot see where equality of treatment comes in.

In his speech the Honourable Member quoted three reasons why some Indian shipping companies failed. The companies he referred to were, I presume, based on Bombay. He quoted three reasons; one was the rebate system which is in the nature of a contract between shippers and shipowners, much in the same way as you enter into contracts in any other business you may be pursuing. The second one was Conferences; and the third was that ships with plenty of vacant space refused cargo: the latter I do not believe for a minute. I have never in all my experience heard of any ship which had vacant space turning down any suitable cargo which offered; and I would like to see the Honourable Member's instances he quotes if he has any. I will give you a fourth cause in connection with the failure of these shipping companies and that is, entire bad management. The management of a shipping company is a lifelong education, and the company which I have no doubt he has in mind failed entirely owing to bad management, faulty management, so faulty that it had to be taken into Court. That was the reason. There is no more difficult thing to manage properly than a shipping company. If it is not managed properly and this has nothing to do with rebates or conferences or refusal to accept cargo, it is robbed on all sides. I only wish to put the Honourable Members of this House right on that point.

INDIAN FINANCE BILL.

Extract from the Proceedings of a Meeting of the Council of State held at Delhi on the 24th March 1922.

THE HONOURABLE SIR ARTHUR FROOM:—Sir, before I discuss the merits or demerits of the Salt tax, I should like to ask the Honourable Member for Government who has just sopken whether we in the Council of State are to understand that Government has accepted the verdict in another place and therefore, to put it briefly, will not listen to the opinions expressed in this House. I do not like that way of looking at, or that method of dealing with, our amendments. Sir, before I came into this Council to-day, I was told on many times:

> 'There is no use your supporting such-and-such an amendment which is against the verdict of the other place, because you won't get any support from Government benches.'

I did not think that that could be so. I understood that Government would listen to a well-thought out debate and vote after considering that debate and not from their conclusions beforehand from

what has taken place in another House. Well, Sir, to revert to this salt tax, I must admit that I had no personal knowledge of how its incidence was felt by the poorer people of this country. The salt tax or the revenue that the Finance Member hoped to obtain from it attracted my attention. He hoped to obtain during the ensuing year Rs. 430 lakhs, and I believe in the following year Rs. 5 crores. That figure seemed to me so substantial, that I asked some of my Indian friends how this tax would be felt by the people of India as a whole, and, Sir, the general reply received was, that it would not be burdensome, but that it was against the sentiment of the country. Now, Sir, I put it to you and to this House, is the taxation in the country to be ruled by sentiment ? I went to considerable pains and I asked not one of my Indian friends,—I asked several of them—and that was the tenor of the reply, that it would be a mistake for this Council to put back the salt tax to Rs. 2-8-0 per maund, because it would be against the sentiment of this country and probably it would be made use of as a lever for further political agitation. Having elicited that opinion from my Indian friends, an opinion which, as I have said, was that this additional salt tax would not be a burden on the poor man, I support the amendment moved by my Honourable Friend, Sir Edgar Holberton.

RESOLUTION *RE* : THE PRIME MINISTER'S SPEECH ON THE POLITICAL FUTURE OF INDIA.

Extract from the Proceedings of a Meeting of the Council of State held at Simla on the 5th September 1922.

THE HONOURABLE SIR ARTHUR FROOM (Bombay Chamber of Commerce) :—Sir, in common with several other Members of this House, I must confess that, when I received from the Honourable Secretary of this Council a list of the Resolutions set down for discussion, I was considerably amazed to find amongst them Resolutions framed round the speech made by the Prime Minister of Great Britain in the House of Commons on the 2nd August this year. No one, I think, will be more astonished than the Prime Minister himself at the outcry which his speech has created. I should, however, like to bring back the House to a calm realisation of what Mr. Lloyd George's speech actually was about.

Unfortunately this speech aroused a feeling of distrust in certain Indian political circles that there would be a change of policy on the part of the Home Government with regard to the scheme of reforms for the governing of this country. With this feeling of uneasiness, as we all know, a number of members of the Legislative Assembly and of other Councils formed themselves with others into a deputation and took their troubles to His Excellency the Viceroy. I think that the Honourable Members of this Council will agree with me that this action was at once wise and prudent. The accessibility of the

Viceroy to all is well recognised throughout India, and those who were uneasy in their minds did well and rightly to seek his advice and help. Well, Sir, those who have read with care the reply of the Viceroy to the address of the deputation will at once have recognised that the advice, good advice, they sought for was tendered without stint and that the help they desired was given sympathetically. The questions asked were clearly and definitely answered and the doubts in the minds of many were shown to be groundless. What more could be desired then? What more could be desired now?

Therefore, Sir, as I have said, I was considerably amazed to find among the Resolutions set down for discussion in this Council one of the nature of that brought forward by the Honourable Mr. Kale, and I was still further astounded to find on the list of business for to-day the amendments which we have just disposed of.

Again, but two days ago we listened to the clear, wise and statesmanlike utterances of the Viceroy dealing with the very subject under debate now, and I must admit that I anticipated the withdrawal of this Resolution would follow. However, if there are still doubts, if there is still uneasiness in the minds of any and the doubts and uneasiness are dispelled by this discussion, then, Sir, I consider the debate will not have been in vain.

Now, Sir, we in this Council deal with facts, not with fancies. We have established a reputation for some success in that respect, and that makes me hope that we shall not depart from the good rule on the present occasion. The facts in this case are those to which our attention was forcibly directed last Tuesday. They are guarantees, laid down in one of the most binding documents that could possibly be offered, of the security of the constitutional position here in India, guarantees which my honourable colleagues accepted as sound and good when they consented to sit in this House and took the oath. The fancies from which some of us are suffering are figments of the imagination arising from consideration of isolated passages in the Premier's speech without relation to their context or to the special circumstances under which the speech was delivered.

The Premier spoke as the representative of the British Government, not to throw down a challenge to the reforms as suggested by my Honourable friends Mr. Kale and Mr. Sethna, and here, Sir, I should like to express the hope—and I am sure that the Honourable Members of this House are with me in this—the hope that when this debate closes, there will remain no feeling of bitterness between those who have taken part in this discussion. I mention this in connection with some criticisms which have been levelled at the Honourable Member who sits very nearly directly behind me.

I have known the Honourable Member for many years and I am sure that he at no time has entertained any feelings of animosity

against the British in India whether in the services or in the commercial walk of life. (Hear, hear.) My Honourable friend as we all know is an eloquent speaker and perhaps when soaring into the realms of eloquence he has at time conveyed a wrongful impression of his real feelings towards the British. When any speaker soars into the realms of eloquence, and his eloquence is criticised afterwards, incorrect conclusions are apt to be arrived at. (The Honourable Saiyid Raza Ali:—Like Mr. Lloyd George.) I am just coming to that. The Honourable Member has anticipated me, and it was this eloquence, if I may be allowed to continue,—it was this eloquence on the part of the Premier which has led to this debate to-day. I should like to tell the House, Sir, that I was in London when this memorable speech was made, and the day before I happened to meet one who is in close contact with the Premier and he told me that on the morrow the Premier was going to make a speech concerning the Services in India. The realms of eloquence perhaps led Mr. Lloyd George further afield and led, as I said before, to this extensive debate to-day in this Council.

The Premier spoke to re-assure the British members of the public services in this land, and I make bold to say that no right-minded man can deny that there was reason for such a re-assurance. The principle of the Indianisation of the services has been conceded in the plainest possible and liberal terms, yet members of the Legislature have over and over again raked up this question and have addressed themselves to it in a manner which not unnaturally has caused in the minds of many devoted British officials in this country the impression that the power which has been handed over to the unofficial majority in the Legislature is a power hostile to them and might at some time be used for the curtailment of their legitimate advancement if not for their ejection from their posts altogether.

Their attitude of the Legislature has had its counterpart in an intensely embittered form in the agitation which the non-co-operators are leading against the British members of the public services in many a city, town and village throughout India. Is it surprising therefore that many British members entertain an apprehension of their future? What wonder can there be at a reluctance on the part of British lads to offer themselves for service in this country?

I ask my colleagues in this House what has been done to allay this atmosphere of doubt and uncertainty in the public services? In the many Resolutions that have been passed in the Legislature on the question of Indianisation, there have been but few expressions of appreciation of what the British members of the services have done for India in the past and yet fewer acknowledgments that there is still need for their continued service in this country.

Yet I believe there is not a reasonable politician in India who does not recognise both the good work that the British services have done for India and the necessity for the continuance of their help for very many years to come. I believe more. I believe that if the Extre-

mists won the next general election, obtained a majority in the Legislature and attempted to use it for turning every Englishman out of the services, there would be an outburst of protest by the great majority of Indian public men throughout India. But I confess that the Moderate or Liberal politicians of the country have yet shown little inclination to face the Extremists in open fight and begin a campaign to turn them out of the dominating position that they are still able to claim they hold in various parts of the country.

I say that since the reform scheme was inaugurated the British member of the Indian public services has received little encouragement from the Indian Legislature which shares the position of employer in regard to him. I say that the Premier had to speak because the Legislature would not. And I say that, while many words of praise have been said about the work of the Indian Legislature since it was inaugurated in the present form, this fact is a weighty consideration on the other side of the account.

I have the constitutional progress of India sincerely at heart. I believe that there are in India constructive elements which justify firm hope in that direction. But I appeal to my Honourable friends in this House to recognise that the encouragement of an important section—the British section—of their public services is a matter in which there has been some neglect in the past and to express warmly their friendly feeling to the British servants in this country and their determination to consider their rights and claims for justice and support in the most cordial manner. If that change can evolve out of the present commotion great good will have been done. The present not-unreasonable apprehension will be allayed. More, an impression will be made in England that will stand the Legislature in good stead when next the development of the constitutional position in India comes before Parliament for consideration.

RESOLUTION *RE*: SEPARATION OF POSTAL AND TELEGRAPH ACCOUNTS.

Extract from the Proceedings of a Meeting of the Council of State held at Simla on the 11th September 1922.

THE HONOURABLE SIR ARTHUR FROOM (Bombay Chamber of Commerce):—Sir, we have all listened with great interest to the very lucid way in which my Honourable friend Mr. Kale has spoken on his Resolution. But what I think we should carefully keep before us in this House is that if his Resolution were admitted and the pay of a certain section of postal clerks increased we should be faced with the whole problem of increasing the pay of postal clerks throughout India. So far as I can understand it, Sir, this question has arisen from a certain amount of jealousy between two sections of the employees of the combined Post and Telegraph Office. It is perfectly

true that a number of postal clerks do telegraphic work. It is equally true that the telegraphic employees are paid on a higher scale than the postal employees.

But I understand that the postal employees who do telegraphic work are interchangeable with their fellow employees, and that at any time they may be switched off to do other work and on that account they cannot be given any special consideration in their immediate pay for learning telegraphy. I believe that one of their objects in learning telegraphy is that it does qualify them for higher posts in their service. If these men were given higher pay I think we should immediately have an appeal from those in the postal service who look after money orders, deal with registered letters and many other classes of work which they would claim to be of equal importance. Now, Sir, the mover of this Resolution claims that the Postal Department should not be a revenue-earning Department. That I fail to see. To my mind the Postal Department is a means of obtaining revenue throughout the country and in a very far-reaching manner, and provided its employees are paid adequately and that the post offices generally throughout the country are kept up to a proper standard, I see no reason whatever why any profit made by the Post Office should not go into the general revenue.

Last March we discarded a means of taxing the people generally throughout this country and I fancy thereby threw away something like 5 crores of revenue. Buying postage stamps or rather selling postage stamps is another means of extracting revenue for the country in a most far-reaching way, and I see no reason whatever why any profit made by the Post Office shoud not go into the general funds. As regards the pay of the employees I think we should bear in mind that this question was very thoroughly sifted by a representative Committee, I think, only two years ago, possibly three, cetainly not longer. On that Committee were two post office employees, and it will be generally agreed that the cost of living now is not higher than what it was then, and as the scale of pay was fixed so recently ago and accepted as fair, I see no reason whatever why it should be altered now. We heard to-day in answer to a question from one of our Members, who is unfortunately ill, that the anticipated revenue from the post office is likely to be short by Rs. 1 crore, and the present time is not one in which we should consider increasing the pay of the employees. There is another point. The pay of the employees, I think, should not necessarily go up when the post office is running at a profit. The scale of pay has been fixed on a grade scale. Why should the pay go up with the profits of the post office, unless you are going to reduce it when the post office is working at a loss? I do not think that the pay of the post-office employees should be dealt with in that way; they are not entitled to a share of the profits of the Post Office.

There is one other point that I should like to mention, and that is some mention was made that there is no overtime allowed to post office employees, but that overtime is allowed to the telegraph people.

I think we can readily understand that overtime in telegraph offices is necessary because the work goes on continuously. It might be argued that it is equally necessary for the post office. I say it is not. I know of nobody who is better capable of spreading out a few hours' work into 8 hours than a clerk in this country and thereby working and claiming overtime. I have no doubt that many gentlemen here have also had a similar experience. Overtime I consider is a very bad way of paying your men. They do not work their hardest during the regular hours, in order to earn extra money for overtime. I have no doubt that most of the members of this Council have received a rather voluminous letter on this question. I am quite sure that the Honourable Member who spoke before me had it, because I recognised many phrases from it. It comes from a Union. It is a very well written letter, but it struck me as presenting only one side of the question. I therefore took an opinion from the other side from one who knows something of the post and telegraph department. As regards the point which Mr. Kale very rightly brought up, *viz.*, the question of accounts, it will be explained that it is practically impossibe to separate the revenue received from telegrams in these combined post offices, and it is quite true that such revenue as is received there is credited to the Telegraph Department. I think that was Mr. Kale's point. Mr. Kale's next point was that the cost of running these offices was debited to the postal department. I quite agree with Mr. Kale and consider that even if you cannot separate the revenue, the cost of running the department should be debited to the telegraph department. I am afraid perhaps I am anticipating the Honourable Member who will reply. I have heard that the minimum pay of the postal employee in Bombay and in one other big district is under consideration. But of course it will be rather difficult for Government to accept a proposal for any increase of pay when we have got this retrenchment looming on the top of us.

Sir, as a whole, I cannot accept the Honourable Mr. Kale's Resolution. As, I have explained, I do not consider that the pay of the postal employees should go on increasing with an increased profitable revenue of the post office any more than they would like to have their pay cut down when the post office is running at a loss; and secondly, the Committee or Commission that we had but two or three years ago decided the pay and fixed it on a fair basis, and I cannot believe that conditions have altered in so short a time as to require revision of the pay now.

RESOLUTION *RE:* INDIAN STATES (PROTECTION AGAINST DISAFFECTION) BILL.

Extract from the Proceedings of a Meeting of the Council of State held at Simla on the 26th September 1922.

THE HONOURABLE SIR ARTHUR FROOM (Bombay Chamber of Commerce):—Sir, I must at once admit that the eloquence of the Honourable

Sir Muhamad Shafi left me quite unmoved as to the question of this House having had the Bill which we are now discussing a sufficiently long time in our hands, or perhaps I should express it, as long a time as we might have had it. From their own showing Government have had this measure in their mind for some very considerable time and I cannot help thinking it is a great pity that they did not introduce this Bill earlier in the Session. No doubt the Honourable Mr. Thompson had this in mind when he went into such detail and explained to us so fully the reasons for, and the object of, this Bill. Without delaying this Council with a long speech, I wish to say that the Honourable Mr. Thompson convinced me most thoroughly of the necessity for this measure, and I hope that the other Honourable Members of this House were also convinced. There is no getting round the extracts which the Honourable Members read from papers,—most abominable attacks on the Ruling Princes of this country. Now, Sir, having been thoroughly convinced by the Honourable Mr. Thompson of the necessity for this Bill and recognising that we can all make mistakes—and I think that Government did make a mistake in not introducing it earlier—I am strongly against its postponement and am in favour of its being taken into consideration in this Council to-day. I see no object in postponing it. I think Honourable Members must have been convinced of the reasons for this Bill. The Honourable Mr. Thompson informed us that the honour of the Government of India was at stake. Are we, the Members of this Council, not going to support the Government of India when it comes to a point of honour? I think we are.

I have stated, Sir, that I think this measure should have been in our hands a longer time. At the same time, I hope we are so convinced of the necessity for the Bill that on this occasion we can waive any objection we might otherwise have to make. I support the consideration most heartily and oppose this amendment for procrastination which we all dislike.

GAMBLING ACT AMENDING BILL.

Extract from the Proceedings of a Meeting of the Bombay Legislative Council held at Bombay on the 16th March 1922.

MR. H. P. W. MACNAGHTEN (Bombay Chamber of Commerce):—Sir, I am afraid I must oppose this amendment, not that it affects me personally in any way, because, though I have been present at the race-course before now, I have never staked more than Rs. 10 on a race myself, though I sometimes assure my safety by betting another Rs. 10, for I also back the horse to be placed in the first three as well as the one which has the chance of coming out a winner. But, it seems to me that, apart from the difficulty of arranging the rationing of tickets, Rs. 10 means a very different amount to different people. Rs. 10 to me means a great deal. Rs. 10 to some people, and possibly to the Deputy President, means nothing at all. It appears to me that

the object of this Bill is, as far as possible, to stop the poorer classes from wasting their hard-earned money in bucket-shops which are made available to them at their doors, and which open out a very great temptation to them to waste far more money than they can afford. Under this amendment they are to be entitled to waste not more than something between Rs. 70 and Rs. 90 a day which is, I fancy, a very considerable sum for the labouring classes, for whom we are attempting to legislate in the present case. I think that if you once start an attempt to stop betting in this way, you do have the difficulty that Rs. 90 means nothing to the rich, and it means an impossible amount to the poor, and therefore, it seems to me that this amendment will do no good, and may do, from my own point of view, a very great deal of harm, in that it may absolutely stop racing. Now, it has been pointed out that some honourable members object to racing *per se* and it has been pointed out that the effect of this legislation will be to protect the poor from an amusement which is placed at the disposal of the rich. I think it must be said that, at any rate in theory, nobody goes to a race-course for the sole purpose or with the main idea of betting. In theory everybody goes to the race-course to see the horses run, but I admit that there are people who have the subsidiary fact first in their minds. But they are not the sportsmen for whom racing is intended. Racing is available to anybody in Bombay who wishes to go to the race-course and so we are not depriving the poor of the pleasure which we reserve for ourselves. The attempt of the bill is to prevent poor people from having the temptation of resorting to bucket-shops which is contradictory to all recognised ideas of sport and which is merely a way of wasting their money.

COURT FEES AND PRESIDENCY SMALL CAUSE COURTS BILL.

Extract from the Proceedings of a Meeting of the Bombay Legislative Council held at Bombay on the 25th February 1922.

MR. H. P. MACNAGHTEN (BOMBAY CHAMBER OF COMMERCE):—Mr. President, I rise to support the first reading of the bill, and to say that I hope this House will follow the excellent advice given to them by my Honourabe friend Mr. Petit. I have not got very warm praise for this bill. It seems to me to be one of the desperate remedies that is found for some desperate diseases, but I do think that it is the duty of this House to support this bill and to carry it through, in order that the financial government of this Presidency may be possible. If we do not support this bill, our balances will be as near down to zero as it is possible for them to be and we have now obtained the promise of Government that they will make the disease rather less desperate than appeared a few days ago. They have promised to retrench to the extent of Rs. 60,00,000. I do not quite like the way in which they propose to retrench. I do not like the idea of cutting down travelling allowances in considering . . . . .

THE HONOURABLE THE PRESIDENT :—Order, order.

Mr. Macnaghten, would this not be proper for discussion at the time when the original estimates are placed before the Council ?

MR. H. P. W. MACNAGHTEN :—I hope so, Sir. I have nothing more to say.

BOMBAY CITY MUNICIPAL ACT (AMENDMENT).

Extracts from the Proceedings of Meetings of the Bombay Legislative Council held on the 22nd July, the 24th July and the 27th July 1922.

MR. F. NELSON (Bombay Chamber of Commerce) :—Sir, I could wish that when as I now have the privilege of addressing this House for the first time, the issue on which I propose to make a few remarks was somewhat less controversial. But I wish to support my honourable friend Mr. Cowasji Jehangir with the greatest possible emphasis that this bill should be recommitted to the select committee, and I do so, if I may be perfectly frank, on purely selfish grounds. I should like, above all things, to see what he so aptly called the minorities properly represented, and I should like my own constituency to be represented by more than the number which the select committee has put forward namely, one. I am not here to plead for my own community in any sense, because I have been given no official mandate, if I may use the term, to do so. But I do feel that this is an opportunity which my constituency should not miss, in order that we may again have the opportunity of taking a greater part in the Municipal affairs of Bombay than we have hitherto done. With these few words, I beg to press that the bill should be recommitted to the select committee.

MR. FRANK NELSON (Bombay Chamber of Commerce) :—Mr. President, any measure, which may be passed by this House, which is destined in any way to decrease what I can only describe as the waning participation of the non-official European community in the Municipal affairs of the City of Bombay, I cannot support. And if I may say so, Sir, with all possible deference, such a measure would hardly be in accordance with the spirit of the great Act to which this Council owes its existence. If I have rightly understood the very courteous criticism levelled at myself and my two non-official European colleagues here as regards the participation which we took in Saturday's debate, it would seem to be levelled at the fact that of recent years the non-official European community have not availed themselves of the opportunities at their disposal to seek election to the corporation. Now, Sir, accepting the implied reproach, am I to

understand that we are to be, as it were, denied repentance for this? Are we, as it were, to be deemed to have lost recourse to adequate representation if we now plead our repentance for this ? Are we to be permanently punished? Are we, in other words, to suffer for the sins of commission by the older generation and should we have their sins visited upon the present and future generations ?

One of the ablest and most respected city councillors some months ago asked me at a public dinner why it was that we, Europeans, did not take a greater part in the affairs of the city, and I advanced with the greatest diffidence the following reason. I said that there was an atmosphere of loneliness about the corporation so far as Europeans were concerned, and I attributed it to that fact, that if I may with all possible respect to the same councillor say, the lack of reticence on the part of some of them in pushing home their points rather made a few of the Europeans, who wished to participate in the affairs of the city, diffident in standing for election. Now, I am not pleading and I am not supplicating in any sense for my community, but I am talking, as a practical man to practical men, and I submit, Sir, that it is mutually or would be mutually advantageous both for the affairs of the city and for co-ordinating what I may call the intercourse between Europeans and our Indian Colleagues that we should anyhow, so far as my constituency is concerned, be represented by two members if we may. I am sorry I cannot support the amendment of the Honourable Minister in charge.

MR. FRANK NELSON (Bombay Chamber of Commerce) :—Mr. President, I must ask the indulgence of the House to my very brief intervention in this debate, for I speak not as a past member of the corporation nor as a present member of the corporation and, having regard to the reduction of the representation of my constituency, probably not even as a future member of the corporation : I am constrained to say, Sir, that I am approaching this subject, if I may, from the point of view of a looker-on, and proverbially a looker-on is said to see most of the game, and it appears to me that whether this House resolves itself into what is virtually a committee to debate this afternoon or at the most tomorrow the various amendments to the original amendment, or whether it is referred back to the select committee or whatever the procedure may be, I put it to the House and (I speak with the greatest respect for I feel certain that I am going to incur the wrath of the Honourable the Leader of the House), that I think that this is an opportunity to ask the Honourable Minister in charge the bill once more to consider as to whether this is not an opportune of moment for the entire bill to be deferred for consideration of the next session of the Council. If you will pardon my inexperience, Sir, you will perhaps advise me as to what should be my exact procedure on this occasion whether I should move an amendment or as to whether I should merely put this proposal forward to the Honourable Minister in charge of the bill. May I ask your intervention, Sir ?

THE HONOURABLE THE PRESIDENT:—Yes, certainly.

MR. FRANK NELSON:—I move—

> "That the House be adjourned on the ground that this entire bill and this debate should be deferred until the next session."

RAO BAHADUR G. K. SATHE:—Sir, I have to support the amendment moved by my honourable friend Mr. Nelson, and my grounds are these. During the discussion of this bill for the last three days.....

THE HONOURABLE THE PRESIDENT:—Honourable Members will kindly remember that I shall hear arguments on this question only so long as I like. On a motion for adjournment of a debate the rule is for the Chair either to put it or to refuse to put it. I am going to put it, but I do not wish to take upon myself the responsibility or deciding whether one or two speeches will do before I put the question. I will not allow a debate because that will be drifting into something which may again lengthen itself out. I will hear you, Rao Bahadur Sathe, only and none else.

HONOURABLE MEMBERS:—What about those Honourable members who wish to oppose the motion?

THE HONOURABLE THE PRESIDENT:—If I allow any more discussion, the debate will lengthen itself out. I will therefore put the question—

> "That this business and the further consideration of the bill be adjourned to the next session."

RAO BAHADUR G. K. SATHE:—Mr. President, you asked me to begin.....

THE HONOURABLE THE PRESIDENT:—Yes, but I have two courses open to me—one is to put the motion for the adjournment of the debate immediately and the other to refuse to put it. I have put it.

Question put. House divided. Ayes 15. Noes 55. Motion negatived.

COTTON TRADE CONTROL BILL.

Extract from the Proceedings of a Meeting of the Bombay Legislative Council held at Poona on the 27th September 1922.

MR. F. Nelson (Bombay Chamber of Commerce):—Sir, I rise to support the second reading of the bill. The recent happenings in the Cotton Market have caused me, in common with all those who have

the interests of Bombay as a great cotton centre at heart, great misgivings, and I have come to the conclusion, after the most careful consideration, supported, I may add, in my opinion by the cotton interests of my constituency, that it is eminently desirable for the East India Cotton Association, which is at present controlling the cotton trade of Bombay, to receive statutory recognition by Government. In all large markets where large quantities of any staple products are bought and sold, there will always be found a certain number of traders who are convinced that the price of the particular commodity in question will go up and a certain number of traders who are equally convinced that it will go down. Each of these interests will operate accordingly, having regard to what they consider their business commitments are likely to be. This is what we call 'taking a view of the market' and the present day conditions of competition virtually force a trade risk of this kind on to a majority of traders. This is perfectly normal and is the natural working of the law of 'supply and demand', as applied to modern business conditions, but it is a very long way removed from the operation known as a 'corner,' which has for its object the acquisition of the entire crop of a certain type of cotton, or at any rate a great majority of the quantity available in order that, when a trade demand for this type of cotton arises, the trader will be forced to pay whatever price the orginator of the 'corner' may then be in a position to demand. To those honourable members who fear that the interests of the grower are not safeguarded by this bill, I may say at once that the cultivator does not benefit by the artificially enhanced prices. In fact, there are nothing but bad results. During the last few months, no less than three of these 'corners' have taken place, and it is my earnest desire and hope that by passing this bill into law we may be initiating the first step towards the prevention of this type of operation in future. Speculation can never be eradicated, but it may be controlled up to a certain point. The obvious remedy is a widening of the contract, and I hope we shall be fortunate enough to hear Mr. Purshotamdas Thakurdas shortly, who is one of our acknowledged authorities on cotton. He will do better justice to this highly technical subject than myself.

The inferential compliment which my honourable friend Rao Saheb Desai, perhaps unwittingly, paid me in suggesting that the board of the East India Cotton Association should consist of brokers places me in a somewhat difficult position as to how I can logically demolish his suggestion. He characterises brokers in so far as their calling is concerned as colourless. May I be permitted to say, Sir, that curiously enough that is one of the few qualities or defects—I am in some doubt as to under which head these should fall—that I have so far not heard applied to the profession to which I have the honour to belong. Seriously, however, we must bear in mind that we are seeking statutory recognition for a body which is controlling the many-sided cotton trade of Bombay, and as such it is surely essential that all interests should be represented. This, if I may say so, is the elementary principle of local self-government. I am robustly confident in the ultimate good sense of the cotton trade, or the interests that go to constitute the cotton trade of

Bombay, realising, as I feel certain they do, that the prosperity not only of this great trade but also to a large extent the prosperity of the whole port is bound up with such measures being devised as may be calculated to dispel this pestilential miasma of speculation which is vitiating the whole of our commercial atmosphere.

Now, let us not be under any misapprehension. This is no governmental control of the cotton market: it is merely a desire to vest the government of the trade in a central body, counting upon the good sense of that trade to evolve and submit in due course a just and equitable set of rules and bye-laws for the sanction of Government under the Act.

Now, Sir, in conclusion I wish to tender my thanks to the Honourable Member in charge for his very lucid exposition in moving a second reading of the bill. At the same time, may I ask him to take the opportunity, when he replies, to assure the House that the date on which these sanctioned rules will be brought into force shall only be decided upon in consultation with the trade? With these words I strongly support the second reading of the bill.

* * * * * *

MR. A. J. F. HOOD (Bombay Chamber of Commerce):—Sir, before moving my amendment to this clause, I request you to advise me as to what the correct form would be.

THE HONOURABLE THE PRESIDENT: You read your amendment and I shall put it in the proper form.

MR. A. J. F. HOOD (Bombay Chamber of Commerce):—My amendment reads as follows:

> "*Delete* clause 5 and *substitute* the following: 'Any contract (whether either party thereto is a member of the Association or not) which is entered into after the date on which by-laws under this Act are sanctioned by the Governor-in-Council and which contravenes any such by-law shall be void."

The necessity for this amendment arises out of the provision in clause 7 which provides for contracts entered into after 31st May 1922 and prior to the coming into operation of this Act. There is a danger that contracts entered into subsequent to the passing of this Act and prior to assent being given to it by the Governor-General might become void under clause 5. Therefore, Sir, I have asked leave to move this amendment in order to do away with that danger. It is small legal point.

THE HONOURABLE THE PRESIDENT:—The question proposed is:

> In clause 5, line 1, after the word 'not' and parenthesis *add* the words "which is entered into after the date on which

by-laws under this Act have been sanctioned by the Governor-in-Council and :" after the word 'any' in line 2, *add* the word "such," and leave out the words "of the Board" in line 2.

So that there will be three amendments to this clause, and I will put them separately. But the last two are consequential upon the first, and as they relate to the same clause the discussion will be upon all the three amendments taken together, that is because they hang together. When and if passed, the clause as amended will read thus:—

"Any contract (whether either party thereto is a member of the Association or not) which is entered into after the date on which by-laws under this Act have been sanctioned by the Governor-in-Council and which contravenes any such by-law shall be void."

MR. C. M. GANDHI (Surat City):—I want to speak one word about this section. I think, Sir, that the by-laws may be sanctioned by Government, but still the public may not know about them until they are published. What about these contracts which are entered into after the date of sanction and before people come to know about it? That is all I have to say, and I will ask the honourable mover to consider whether it will not be proper for him to add the words "and after the by-laws are published" in the amendment moved by him.

MR. A. J. F. HOOD:—Clause 3, sub-section (3) provides:—

"By-laws made by the Board under sub-section (1) and sanctioned by the Governor-in-Council shall be published in the *Bombay Government Gazette*."

MR. C. M. GANDHI:—The by-laws may be sanctioned and yet people may not know about it for some time to come. What about those contracts which are entered into without knowing that the by-laws have been sanctioned? Will they be void?

THE HONOURABLE SIR IBRAHIM RAHIMTOOLA:—I think there is a great deal of force in what Mr. Gandhi says. I understood him to make the suggestion that the clause should be amended thus:—

"Any contract (whether either party thereto is a member of the Association or not) which is entered into after the date on which by-laws under this Act have been sanctioned by the Governor-in-Council and published in the *Bombay Government Gazette*. . . . . "

I think Sir, that is fair to the public. I do not think it can be objected to. If the amendment is carried, the public will have notice and then only the liability will arise.

THE HONOURABLE THE PRESIDENT:—Do you accept that, Mr. Hood?

MR. A. J. F. HOOD:—Yes, Sir.

PORT TRUST ACT AMENDMENT BILL.

Extract from the Proceedings of a Meeting of the Bombay Legislative Council held at Bombay on the 5th December 1922.

MR. F. NELSON (Bombay Chamber of Commerce):—Sir, I rise to support the first reading of this very admirable bill. I may say at once that owing to the deplorable acoustic conditions of this hall I have only been able to gather fragments of the speech of my honourable friend representing the Bombay Trades' Association, but may I say that I fully sympathise with his aspirations that his Association should be represented on the board of trustees, and possibly that is a matter which may engage the attention of the Select Committee?

I cannot conceive that there is any real or material support behind the somewhat ungracious opposition evinced towards the bill by my honourable friend from Thana: this bill in my estimate represents an honest and well meaning attempt on the part of Government to grant a deservedly increased Indian representation on the board of the trustees of the port of Bombay. So far as the constituency which I have the honour to represent is concerned, I may say that we have amongst our members a considerable number of Indian firms of honoured repute, and there is no reason in the world why a representative of any of these firms should not stand for election as one of the five representatives that my constituency sends to the board of trustees, and, Sir, I go further and say that if any candidate could show an equal knowledge of shipping matters such as is evinced by our present representatives all of whom have practically spent their lives in shipping, he would undoubtedly be elected. I think the time of the House is very precious, and therefore I do not want to go into details on this point. With these remarks I strongly support the first reading of this bill.

FINANCIAL STATISTICS.

NOTE ISSUE.	Rs.
Total Amount of Notes in circulation on the 31st December 1922	1,74,18,29,696
Deduct withdrawn from circulation by Foreign Circles and in course of remittance to Circles of Issue	.....
Total Rs. ...	1,74,18,29,696

RESERVE.	Rs.
Gold Coin and Bullion in India	24,31,81,719
" " " " " England	.....
Silver Coin in India	82,03,63,110
" Bullion under Coinage in India ...	4,55,67,311
Gold Coin and Bullion in transit between India, England and His Majesty's Dominions	.....
Securities held in India (Purchase Price) ...	(*a*) 57,42,15,196
" " " England (Purchase Price) ...	(*b*) 5,85,02,360
	1,74,18,29,696
Deduct—Amount due on T. Ts. drawn by one Circle on another	......
Total Rs. ...	1,74,18,29,696

(*a*) Nominal Value Rs. 10,20,81,500 of rupee paper and Rs. 49,65,00,000 Indian Treasury Bills.
(*b*) Nominal Value Rs. 5,88,50,000 British Treasury Bills.

BALANCE OF THE GOLD STANDARD RESERVE on the 31st December 1922 in England amounted to	£ 40,142,620
Total £ ...	40,142,620

	£
Gold in India	*Nil.*
Cash at the Bank of England	1,765
British Government Securities (value as on 30th September 1922)	3,149,796
British Government Securities since purchased	36,991,059
Total £ ...	40,142,620

BALANCE HELD IN CASH IN THE DISTRICT CIVIL TREASURIES of the Government of India and at the credit of Government in the Imperial Bank of India and their Branches on the 31st December 1918 ...	Rs.	14,67,65,000
" " " " " " " 1919 ...	"	14,05,18,300
" " " " " " " 1920 ...	"	15,15,48,000
" " " " " " " 1921 ...	"	11,09,65,000
" " " " " " " 1922 ...	"	17,74,51,000

COINAGE OF SILVER IN INDIA—(Bombay and Calcutta Mints).	Official year 1919-20.	Official year 1920-21	Official year 1921-22
Whole Rupees and Small Coins	Rs. 37,72,19,758	Rs. 3,41,30,039	Rs. 1,60,86,638

NET PROFIT ON COINAGE for the year ending 31st December 1922	Rs.	*Nil.*

	Rs.
AMOUNT OF GOVERNMENT PROMISSORY NOTES standing on the London Registers at the end of March 1918...	7,47,56,300
" " " " " " " " " 1919...	8,17,20,775
" " " " " " " " " 1920	6,82,83,775
" " " " " " " " " 1921...	6,26,64,525
" " " " " " " " " 1922	7,79,63,450
" " " " " " " " " 1923...	10,41,58,575

STATEMENT showing the Annual Value of the Import Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Total Merchandise and Treasure.
			Rs.	Rs.	Rs.
1871 ...	5074	1870-71 ...	33,41,39,060	5,44,48,231	38,85,87,291
1872 ...	5369	1871-72 ...	31,08,37,470	11,57,38,129	42,65,75,599
1873 ...	5697	1872-73 ...	31,26,05,610	4,55,65,850	35,81,71,460
1874 ...	6226	1873-74 ...	32,59,58,730	5,79,25,336	38,38,84,066
1875 ...	6543	1874-75 ...	36,22,21,130	8,14,10,466	44,36,31,597
1876 ...	6862	1875-76 ...	38,88,73,404	5,30,07,218	44,18,80,622
1877 ...	7322	1876-77 ...	37,44,06,308	11,43,61,197	48,87,67,505
1878 ...	8223	1877-78 ...	41,46,41,851	17,35,54,596	58,81,96,447
1879 ...	8498	1878-79 ...	37,80,09,835	7,05,67,486	44,85,77,321
1880 ...	9166	1879-80 ...	41,17,25,671	11,65,48,948	52,82,74,619
1881 ...	9894	1880-81 ...	53,08,68,074	8,99,72,139	62,08,40,213
1882 ...	10153	1881-82 ...	49,11,28,734	11,32,27,804	60,43,56,528
1883 ...	10462	1882-83 ...	52,09,86,720	13,45,33,642	65,55,20,362
1884 ...	11635	1883-84 ...	55,29,89,907	12,87,79,633	68,17,69,540
1885 ...	12287	1884-85 ...	55,70,16,804	13,88,81,918	69,58,98,722
1886 ...	12896	1885-86 ...	55,65,19,552	15,46,70,808	71,11,90,360
1887 ...	14109	1886-87 ...	61,81,19,608	11,04,83,224	72,86,02,832
1888 ...	14582	1887-88 ...	65,00,45,881	13,81,25,456	78,81,71,337
1889 ...	15893	1888-89 ...	69,43,77,381	13,84,49,249	83,28,26,780
1890 ...	16407	1889-90 ...	69,19,93,762	17,45,45,037	86,65,38,799
1891 ...	17314	1890-91 ...	71,97,57,754	21,93,44,876	93,91,02,630
1892 ...	17894	1891-92 ...	69,42,75,659	14,72,26,621	84,15,02,280
1893 ...	18510	1892-93 ...	66,27,86,222	17,00,98,101	83,28,84,323
1894 ...	18906	1893-94 ...	77,02,60,944	18,46,12,564	95,48,73,508
1895 ...	19555	1894-95 ...	73,51,65,042	9,58,12,084	8 ,09,47,126
1896 ...	20262	1895-96 ...	72,93,61,344	13,36,79,854	86,30,41,198
1897 ...	21123	1896-97 ...	76,21,58,352	13,08,45,635	89,30,03,987
1898 ...	22048	1897-98 ...	73,63,43,159	20,53,06,170	94,16,49,329
1899 ...	23528	1898-99 ...	72,11,07,161	17,89,56,127	20,00,63,288
1900 ...	24760	1899-1900...	75,30,44,785	20,97,36,851	96,27,81,636
1901 ...	25373	1900-1901...	80,89,40,873	24,57,61,818	1,05,47,02,691
1902 ...	25931	1901-1902...	88,74,24,199	20,87,13,352	1,09,61,37,551
1903 ...	26956	1902-1903...	85,86,60,829	25,31,83,178	1,11,18,44,007
1904 ...	27565	1903-1904...	92,59,22,723	38,52,61,072	1,31,11,83,795
1905 ...	28295	1904-1905...	1,04,41,27,454	39,50,81,750	1,43,92,09,204
1906 ...	29097	1905-1906..	1,12,07,09,822	31,65,14,438	1,43,72,24,260
1907 ...	30010	1906-1907.	1,17,24,15,294	44,57,98,114	1,61,82,13,408
1908 ...	30576	1907-1908...	1,36,53,80,464	42,28,44,977	1,78,82,25,441
1909 ..	31490	1908-1909...	1,28,77,81,788	22,74,41,677	1,51,52,23,465
1910 ...	32099	1909-1910	1,22,64,97,224	37,52,34,734	1,60,17,31,958
1911 ...	32839	1910-1911 .	1,33,70,57,458	39,77,35,730	1,73,47,93,188
1912 ...	33484	1911-1912..	1,44,05,54,383	53,47,08,480	1,97,52,62,863
1913 ...	34656.	1912-1913..	1,66,62,96,807	61,83,17,536	2,28,46,14,343
*1913-14.	34656	1913-1914 .	1,91,30,79,586	43,43,96,503	2,34,74,76,089
*1914-15.	35285	1914-1915..	1,44,93,07,207	21,80,83,236	1,66,73,90,443
*1915-16.	35335	1915-1916 .	1,38,16,93,032	11,94,62,390	1,50,11,55,422
*1916-17.	36286	1916-1917 .	1,60,24,89,599	37,71,08,121	1,97,95,97,720
*1917-18.	36333	1917-1918..	1,64,35,48,949	†.....	†.....
*1918-19.	36616	1918-1919-	1,88,56,24,317	71,36,55,075	2,59,92,79,392
*1919-20.	36735	1919-1920..	2,21,70,24,425	78,23,85,554	2,99,94,12,979
*1920-21.	37029	1920 1921..	3,47,13,52,122	34,58,94,939	3,81,72,47,061
*1921-22.	37265	1921-1923.	2 80,50,06,746	30,20,46,303	3,10,70,53,049

* Official year ending 31st March.
† Figures not available.

STATEMENT showing the Annual Value of the Export Trade of India, and the Total Miles of Railway opened.

Calendar Year.	Total Miles of Railway opened.	Official Year.	Merchandise.	Treasure.	Total Merchandise and Treasure.
			Rs.	Rs.	Rs.
1871 ...	5074	1870-71 ...	55,33,18,252	2,22,07,646	57,55,25,898
1872 ...	5369	1871-72 ...	63,18,58,474	1,47,60,935	64,66,19,409
1873 ...	5697	1872-73 ...	55,23,62,953	1,29,80,790	56,53,43,743
1874 ...	6226	1873-74 ...	54,96,07,865	1,91,40,711	56,87,48,576
1875 ...	6543	1874-75 ...	56,35,92,404	1,62,53,091	57,98,45,495
1876 ...	6862	1875-76 ...	58,09,14,946	2,20,02,363	60,29,17,309
1877 ...	7322	1876-77 ...	61,01,38,912	4,02,98,978	65,04,37,890
1878 ...	8223	1877-78 ...	65,22,23,282	2,21,09,956	67,43,33,238
1879 ...	8498	1878-79 ...	60,93,68,769	3,98,22,283	64,91,91,052
1880 ...	9166	1879-80 ...	67,21,07,406	2,03,51,479	69,24,58,885
1881 ...	9894	1880-81 ...	74,54,09,072	1,44,04,408	75,98,13,480
1882 ...	10153	1881-82 ...	81,96,64,102	1,09,97,468	83,06,61,570
1883 ...	10462	1882-83 ...	83,48,49,372	1,04,18,488	84,52,67,860
1884 ...	11635	1883-84 ...	88,07,64,315	1,00,84,937	89,08,49,252
1885 ...	12287	1884-85 ...	83,17,01,507	1,96,89,796	85,13,91,303
1886 ...	12896	1885-86 ...	83,86,11,693	1,10,82,310	84,96,94,003
1887 ...	14109	1886-87 ...	88,48,10,354	1,72,04,261	90,20,14,615
1888 ...	14582	1887-88 ...	90,54,36,458	1,60,46,242	92,14,82,700
1889 ...	15893	1888-89 ...	97,06,02,386	1,78,43,819	98,84,46,205
1890 ...	16407	1889-90 ...	1,03,44,87,052	1,90,63,218	1,05,35,50,270
1891 ...	17314	1890-91 ...	1,00,21,50,575	2,12,31,785	1,02,33,82,360
1892 ...	17894	1891-92 ...	1,08,17,79,873	3,28,66,858	1,11,46,46,731
1893 ...	18510	1892-93 ...	1,06,57,46,715	6,95,89,237	1,13,53,35,952
1894 ...	18906	1893-94 ...	1,06,51,48,540	4,10,01,921	1,10,61,50,461
1895 ...	19555	1894-95 ...	1,08,92,91,101	8,22,60,717	1,17,15,51,818
1896 ...	20262	1895-96 ...	1,14,34,59,341	4,25,98,105	1,18,60,57,446
1897 ...	21123	1896-97 ...	1,03,98,36,184	4,93,74,955	1,08,92,11,139
1898 ...	22048	1897-98 ...	97,63,51,862	7,14,86,470	1,04,78,38,272
1899 ...	23528	1898-99 ...	1,12,80,11,811	7,41,14,207	1,20,21,26,018
1900 ...	24760	1899-1900...	1,09,11,36,448	7,95,63,876	1,17,07,00,324
1901 ...	25373	1900-1901..	1,07,76,44,143	14,22,73,646	1,21,99,17,789
1902 ...	25931	1901-1902...	1,24,52,48,571	11,47,08,603	1,35,99,57,174
1903 ...	26956	1902-1903...	1,29,40,79,337	9,65,76,370	1,39,06,55,707
1904 ...	27565	1903-1904...	1,53,51,71,599	15,04,38,811	1,68,56,10,410
1905 ...	28295	1904-1905..	1,57,70,83,029	16,42,88,167	1,74,13,71,196
1906 ...	29097	1905-1906..	1,61,85,53,960	15,47,00,054	1,77,32,54,014
1907 ...	30010	1906-1907..	1,76,66,94,270	5,71,82,526	1,82,38,76,796
1908 ...	30576	1907-1908..	1,77,37,29,392	5,44,85,001	1,82,82,14,393
1909 ...	31490	1908-1909..	1,53,14,31,953	6,32,02,465	1,59,46,34,418
1910 ...	32099	1909-1910..	1,87,83,04,416	6,39,90,403	1,94,22,94,813
1911 ...	32839	1910-1911.	2,10,15,16,030	7,12,69,254	2,17,27,85,284
1912 ...	33484	1911-1912.	2,27,98,82,325	10,37,39,063	2,38,36,21,388
1913 ...	34656	1912-1913..	2,46,21,83,342	10,63,17,656	2,56,85,00,998
*1913-14.	34656	1913-1914..	2,49,00,74,896	7,08,28,850	2,56,09,03,746
*1914-15.	35285	1914-1915..	1,82,17,60,256	5,28,94,370	1,87,46,54,626
*1915-16.	35833	1915-1916.	1,99,48,03,975	8,22,57,819	2,07,70,61,794
*1916-17.	36286	1916 1917..	2,47,31,10,343	6,29,72,057	2,53,60,82,400
*1917-18.	36333	1917-1918..	2,44,89,45,219	†.....	† ...
*1918-19.	36616	1918-1919..	2,55,32,02,610	9,01,03,571	2,64,33,06,181
*1919-20.	36735	1919-1920..	3,32,75,78,755	13,67,97,719	3,46,43,76,474
*1920-21.	37029	1920-1921..	2,65,93,47,570	26,17,12,640	2,92,10,60,210
*1921-22.	37265	1921-1922..	2,46,83,07,219	19,06,73,144	2,65,89,80,363

* Official year ending 31st March.
† Figures not available.

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1916-1917 *to* 1921-1922.

—	1916-1917.	1917-1918.	1918-1919	1919-1920.	1920-1921.	1921-1922.
IMPORTS—	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Merchandise, Private.						
Bengal	56,54,00,521	58,39,22,492	64,04,52,684	83,76,89,253	1,19,81,13,485	1,02,81,47,114
Bombay	55,36,27,249	56,84,34,102	71,10,09,428	78,92,59,570	1,28,15,40,356	96,45,41,991
Sind	13,02,01,560	13,13,82,135	11,52,85,283	17,09,31,171	34,69,68,691	26,16,29,049
Madras	12,85,58,826	12,20,10,804	11,76,93,512	13,37,89,525	24,96,65,667	20,87,24,221
Burmah	11,85,64,491	9,85,01,572	10,59,00,514	14,80,54,421	27,97,00,213	20,13,05,945
Total ...	1,49,63,52,647	1,50,42,51,105	1,69,03,41,421	2,07,97,23,940	3,35,59,88,412	2,66,43,48,320
Ditto Government Stores	10,61,36,952	13,92,97,844	19,52,82,896	13,73,00,485	11,53,63,710	14,06,58,426
Total Merchandise ...	1,60,24,89,599	1,64,35,48,949	1,88,56,24,317	2,21,70,24,425	3,47,13,52,122	2,80,50,06,746
Treasure, Private.						
Bengal	1,68,39,426	Figures not available.	2,06,397	3,81,91,347	1,21,96,178	69,16,999
Bombay	12,42,07,953		1,18,73,228	7,17,16,469	21,60,83,827	29,11,10,534
Sind	2,12,837		1,28,921	1,59,186	20,17,973	22,00,258
Madras	1,99,583		177	11,64,714	13,57,999	96,860
Burmah	80,222		1,404	380	7,68,542	2,28,062
Total ...	14,15,40,021	... ..	1,22,10,127	11,12,31,996	23,24,24,519	30,05,52,713
Ditto Government	23,55,68,100	... ..	70,14,44,948	67,11,56,558	11,34,70,420	14,93,590
Total Treasure ...	37,71,08,121	.....	71,36,55,075	78,23,88,554	34,58,94,939	30,20,46,303
Grand Total of Imports ...	1,97,95,97,720	... ..	2,59,92,79,392	2,99,94,12,979	3,81,72,47,061	3,10,70,53,049

EXPORTS—						
Merchandise, Private.						
(Foreign Goods)						
Bengal, Bihar and Orissa	46,28,895	31,73,781	70,63,152	2,31,27,861	2,98,54,576	1,10,89,340
Bombay	5,86,00,965	6,58,75,719	10,50,35,801	12,09,02,024	11,93,73,633	10,23,28,323
Sind	1,47,55,279	1,90,51,281	2,76,56,926	2,80,31,643	2,62,75,365	2,29,51,244
Madras	21,68,676	25,13,452	40,30,498	48,50,424	37,10,767	27,59,481
Burmah	6,16,662	5,88,229	17,76,649	8,68,173	12,20,525	15,00,577
Total ...	8,07,70,477	9,12,02,462	14,55,63,026	17,77,80,125	18,04,34,866	14,06,28,965
Indian Produce and Manufactures.						
Bengal, Bihar and Orissa	96,05,69,664	86,68,60,572	1,05,02,77,215	1,37,42,67,796	1,08,25,91,923	89,35,21,749
Bombay	71,48,73,495	76,15,07,309	66,12,22,201	1,01,10,58,168	65,58,87,646	72,21,26,982
Sind	22,57,14,071	28,95,73,530	19,53,82,290	15,42,07,881	18,24,43,921	12,90,71,677
Madras	27,48,21,397	20,97,94,646	23,83,83,785	35,16,41,587	22,00,34,865	24,39,52,405
Burmah	19,47,57,168	20,66,13,066	24,79,85,005	19,89,75,742	24,20,75,663	30,68,64,197
Total ...	2,37,07,35,795	2,33,43,49,123	2,39,32,50,496	3,09,01,51,174	2,38,30,34,018	2,29,55,37,010

FOREIGN TRADE OF BRITISH INDIA.

Summary of Imports and Exports in the Official Years 1916-17 *to* 1921-22—(continued.)

—	1916-1917.	1917-1918.	1918-1919.	1919-1920.	1920-1921.	1921-1922.
Total Fgn. and Indian Merchandise exported.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Bengal, Bihar and Orissa	96,51,98,559	87,00,34,353	1,05,73,40,367	1,39,73,95,657	1,11,24,46,499	90,46,11,089
Bombay	77,34,74,460	82,73,83,028	76,62,58,002	1,13,19,60,192	77,52,61,279	82,44,55,305
Sind	24,04,69,550	30,86,24,811	22,30,39,216	18,22,39,524	20,87,19,286	15,20,22,921
Madras	27,69,90,073	21,23,08,098	24,24,14,283	35,64,92,011	22,37,45,632	24,67,11,886
Burmah	19,53,73,830	20,72,01,295	24,97,61,654	19,98,43,915	24,32,96,188	30,83,64,774
Total ...	2,45,15,06,272	2,42,55,51,585	2,53,88,13,522	3,26,79,31,299	2,56,34,68,884	2,43,61,65,975
Ditto Government Stores	2,16,04,071	2,33,93,634	1,43,89,088	5,96,47,456	9,58,78,686	3,21,41,244
Total Merchandise ...	2,47,31,10,343	2,44,89,45,219	2,55,32,02,610	3,32,75,78,755	2,65,93,47,570	2,46,83,07,219
Treasure, Private.						
Bengal	3,93,818	Figures not available.	14,808	2,978	3,32,27,349	44,01,071
Bombay	3,45,56,280		2,68,68,203	7,21,92,729	22,10,94,624	18,26,13,781
Sind	42,01,072		.....	.....	23,00,000	15,93,000
Madras	89,98,165		.....	30,00,000	11,35,616	1,48,610
Burmah	67,243		.....	.....	2,57,080	11,75,554
Total ...	4,82,16,578	.....	2,68,83,011	7,51,95,707	35,80,14,669	18,99,32,016
Ditto Government	1,47,55,479	*	6,32,20,560	6,16,02,012	36,97,971	7,41,128
Total Treasure ...	6,29,72,057	.....	9,01,03,571	13,67,97,719	26,17,12,640	19,06,73,144
Grand Total of Exports ...	2,53,60,82,400	.....	2,64,33,06,181	3,46,43,76,474	292,10,60,210	2,65,89,80,363

* Figures not available.

STATEMENT showing the Exports from Bombay by Sea of Indian Manufactured Piece-Goods and Yarns since 1896

Years ending 31st Dec.	Grey and White Piece-Goods.			Coloured Piece-Goods.		Total Piece-Goods.			Yarns.	
	Packages.	Yards.	lbs.	Packages.	Yards.	Packages.	Yards.	lbs.*	Bales.	lbs.
1896.....	87,364	122,974,132	31,520,976	6,411	9,854,183	93,775	132,828,315	33,207,079	584,599	229,346,959
1897.....	69,718	101,126,083	25,162,666	5,619	8,422,451	75,337	109,548,534	27,387,133	461,260	181,184,351
1898.....	69,026	99,268,706	24,763,678	6,177	9,072,326	75,203	108,341,032	27,085,258	553,681	218,724,607
1899.....	84,238	122,807,108	29,819,677	8,513	12,842,538	92,751	135,649,646	33,912,411	681,039	269,559,281
1900.....	74,415	116,955,481	28,168,912	9,516	15,602,237	83,931	132,557,718	33,139,429	346,503	136,571,588
1901.....	84,525	136,300,064	33,585,159	12,623	19,963,669	97,148	156,263,733	39,065,933	642,032	254,317,562
1902.....	89,216	141,252,160	34,907,243	15,944	24,606,384	105,160	165,858,553	41,464,638	674,450	266,698,930
1903.....	86,838	143,054,079	34,798,444	20,340	32,436,521	107,178	175,490,600	43,872,650	725,338	286,920,007
1904.....	103,730	171,027,232	42,941,062	24,328	37,864,072	128,058	208,891,304	52,222,851	580,847	229,480,205
1905.....	113,474	189,298,879	49,406,422	24,847	41,285,870	138,321	230,584,749	57,646,187	750,639	297,389,194
1906.....	107,675	186,018,348	48,719,629	24,545	42,635,922	132,220	228,654,270	57,163,567	703,006	278,821,792
1907.....	123,967	222,306,983	60,617,174	31,486	51,605,269	155,453	273,912,252	68,478,063	608,980	241,085,785
1908.....	120,500	215,698,687	60,862,003	30,997	50,792,342	151,297	266,491,029	66,622,757	598,621	234,484,640
1909.....	141,920	252,992,500	70,093,139	39,326	66,751,717	181,246	319,744,217	79,936,054	636,329	252,460,745
1910.....	136,972	250,489,940	68,312,314	45,333	75,673,845	182,305	326,163,785	81,540,946	565,999	223,758,970
1911.....	122,601	224,438,698	63,524,949	54,000	89,411,376	176,601	313,850,074	78,462,518	403,214	158,582,640
1912.....	126,681	231,976,527	66,009,051	64,169	107,289,928	190,850	339,266,455	84,816,614	579,281	228,759,617
1913.....	97,005	177,239,670	50,527,978	55,071	92,467,657	152,076	269,707,227	67,426,327	518,230	205,207,962
1914.....	91,837	169,515,937	49,361,518	42,084	72,602,270	133,921	242,118,207	60,529,552	437,159	173,172,953
1915.....	108,956	199,968,079	58,350,926	61,045	103,088,386	170,001	303,006,412	75,751,603	471,895	186,585,698
1916.....	175,923	248,326,445	70,956,464	82,818	139,616,532	258,741	387,942,977	96,985,744	410,972	162,627,300
1917.....	111,845	176,934,869	46,119,953	86,909	148,290,803	198,754	325,225,672	81,306,418	373,187	147,167,250
1918.....	94,071	153,463,774	40,025,958	71,424	126,063,308	165,495	279,527,082	69,881,770	193,275	75,599,059
1919.....	132,112	219,343,388	56,536,165	116,313	202,286,577	248,425	421,629,965	105,407,491	372,212	146,832,081
1920.....	149,552	241,230,910	61,482,863	157,042	120,332,112	306,594	361,563,022	90,390,755	288,778	113,351,962
1921.....	120,739	212,563,435	53,577,720	99,518	159,572,347	220,257	372,135,782	93,033,945	314,330	124,310,163
1922.....	138,769	254,292,354	65,928,239	100,581	176,411,422	239,350	430,703,776	107,675,944	267,711	105,122,885

*The weights have been arrived at by dividing the length in yards, by 4·38, the average weight of the Grey and Bleached Cloths exported up to 1893, in 1894 and 1895 by 4·22 and in 1896 to 1922 by 4·00 lbs.

Value of the Imports of Gold and Silver Coin and Bullion into British India during the year ending 31st December 1922.

Countries.	Gold.			Silver.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	19,13,29,181	.....	19,13,29,181	9,19,59,643	.....	9,19,59,643
France	4,33,00,997	.....	4,33,00,997	2,35,139	.....	2,35,139
Germany	2,876	.....	2,876	.....	.....	.....
Gibraltar	6,99,727	.....	6,99,727	.....	.....	.....
Malta and Gozo	.....	.....	.....	.....	.....	.....
Mesopotamia	69,73,442	.....	69,73,442	1,64,43,452	.....	1,64,43,452
Aden and Dependencies...	48,59,616	.....	48,59,616	23,16,751	2,35,324	25,52,075
Arabia	4,06,889	89,897	4,96,786	70,74,333	1,83,243	72,57,576
Bahrein Islands	3,30,146	.....	3,30,146	21,74,535	.....	21,74,535
Persia	.....	12,875	12,875	29,41,459	20.00,316	49,41,775

Ceylon	.....	.....	.....	.....	.....	.....
Siam	.....	.....	.....	42,200	.....	42,200
Straits Settlements including Labuan ...	21,60,337	.....	21,60,337	.....	.....	.....
Java	24,060	.....	24,060	.....	.....	.....
China	46,31,854	.....	46,31,854	75,07,753	.....	75,07,753
Japan	26,082	.....	26,082	.....	.....	.....
Egypt	21,284	.....	21,284	14,408	.....	14,408
Natal	.....	.....	.....	.....	.....	.....
Africa, East	33,376	.....	33,376	1,48,50,925	39,60,147	1,88,11,070
Mauritius and Dependencies (including Seychelles)	.....	.....	.....	13,42,500	.....	13,42,500
United States of America	1,09,27,128	.....	1,09,27,128	2,57,87,353	.....	2,57,87,353
Australia including New Zealand	3,61,50,385	.....	3,61,50,385	1,31,93,409	.....	1,31,93,409
All other Countries	.....	.....	.....	.....	.....	.....
Total ...	30,18,77,380	1,02,772	30,19,80,152	18,58,83,858	63,79,030	19,22,62,888

Value of the Exports of Gold and Silver Coin and Bullion from British India during the year ending 31st December 1922.

Countries.	Gold.			Silver.		
	Private.	Government.	Total.	Private.	Government.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	30	...	30	32,580	8,567	41,147
Netherlands	.....	...	.....	14,521	.....	14,521
Aden and Dependencies	.....	...	.....	27,562	.....	27,562
Mesopotamia	2,10,389	...	2,10,389	2,246	.....	2,246
Arabia	60,507	..	60,507	52,74,620	... ..	52,74,620
Bahrein Islands	5,709	...	5,709	92,92,100	.....	92,92,100
Persia	.....	...	.....	1,90,000	4,000	1,94,000
Henjam Island	.....	...	.....	.....	6,000	6,000
Ceylon	30,721	...	30,721	18,026	5,00,000	5,18,026
Java	.....	...	.....	1,34,164	.....	1,34,164
Siam	.. ...	...	.....	3,70,000	.....	3,70,000
Straits Settlements (including Labuan)	1,76,171	...	1,76,171	2,22,783	.....	2,22,783
Federated Malay States	.....	...	.....	80,000	.....	80,000
China	.....	...	.....	96,34,776	... ..	96,34,776
Japan	.....	...	.....	.....	... ..	.....
East Africa	67,117	..	67,117	4,25,000	.....	4,25,000
Mauritius and Dependencies	1,89,843	...	1,89,843	1,40,199	.....	1,40,199
United States of America	.....	..	.....	.....	.....	.....
Australia	.....	...	.....	...	.....	.....
All other countries	.....	...	.....	.....	.....	.....
Total	7,40,487	...	7,40,487	2,58,58,577	5,18,567	2,63,77,144

Total Imports of Treasure on private Account from Foreign Countries and Indian Ports into Bombay during the year 1922. (*From* 1*st January to* 31*st December* 1922.)

From	Gold.			Silver.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees.	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	14,18,82,563	4,72,05,148	1,54,163	8,37,79,420	....	....	1,310
Continent of Europe ..	4,72,23,285	13,73,046	....	2,35,129	....	....	....
United States of America ..	82,82,361	....	2,70,712	2,38,79,561	....	....	....
Egypt	....	21,284	....	....	558	12,500	1,440
Australia	26,24,982	2,79,61,669	....	41,66,269	....	....	....
China	8,34,012	....	12,87,337	56,03,154	81	....	....
Japan	....	....	....	....	....	....	....
Straits Settlements	2,53,178	2,63,641	....	1,09,500	....	....	....
Persia	....	....	....	....	....	7,52,542	19,67,340
Mesopotamia	2,35,525	96,455	55,87,396	4,338	....	12,05,000	1,52,99,791
Arabia	245	2,92,600	3,93,875	21,277	18,15,664	36,50,158	30,16,350
Aden	50,345	47,66,359	1,01,307	18	21,61,656	1,44,816	1,716
Africa	15,255	5,100	....	....	26,259	1,09,89,098	30,96,010
Other Foreign Ports ..	....	34,49,347	....	....	72,694	9,70,324	8,000
All Indian Ports	....	....	....	36,500	30,257	25,950	5,412
Total Imports from 1st January to 31st December 1922.	20,14,01,751	8,54,34,649	77,94,790	11,78,35,166	41,07,169	1,77,50,388	2,33,97,369

Total Exports of Treasure on private account to Foreign Countries and Indian Ports from Bombay during the year 1922. (*From 1st January to 31st December* 1922.)

To	Gold.			Silver.			
	Bullion.	Coin.		Bullion.	Coin.		
		Sovereigns and Half Sovereigns.	Other Coin.		Dollars.	Government of India Rupees	Other Coin.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
United Kingdom	...	...	...	...	32,580	...	...
Continent of Europe...	...	...	...	...	14,521	...	...
United States of America	...	...	...	...	...	...	...
Egypt	...	...	...	...	...	...	...
Australia	...	...	...	...	...	...	...
Japan	...	...	...	...	...	...	...
China	...	...	...	74,09,546	...	...	...
Straits Settlements	...	1,76,171	...	...	18,448	...	...
Persia...	...	...	...	...	...	2,00,000	...
Mesopotamia...	...	...	2,27,837	...	...	...	...
Arabia	2,750	49,932	...	4,520	1,48,165	1,09,07,600	13,440
Aden	...	...	...	...	27,561	...	...
Africa	71,017	24,263	...	...	...	4,25,000	...
Other Foreign Ports...	...	...	...	8,394	1,24,534	4,90,000	7,365
All Indian Ports	...	...	...	13,651	...	1,00,000	...
Total Exports from 1st January to 31st December, 1922.	73,767	2,50,366	2,27,837	74,36,091	3,65,809	1,21,22,600	20,805

COTTON.

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.

In thousands of Bales (000's omitted). [*Year ending 30th June.*

Year ending 30th June.	Receipts.	Exports to			Mill Consumption.	Total.	Years ending 30th June.	Receipts.	Exports to			Mill Consumption.	Total.
		Europe.	Elsewhere.	Total.					Europe.	Elsewhere.	Total.		
1864 ...	...	867	3	870	American War. In '63 & '64 Bombay imported cotton from China.		1888 ...	1,472	893	58	951	500	1,451
1865 ...	...	1,065	1	1,066			1889 ...	1,851	1,286	46	1,332	565	1,897
							1890 ...	2,235	1,488	71	1,559	636	2,195
1866 ...	...	1,187	14	1,201	42	1,243	1891 ...	2,020	1,070	107	1,177	762	1,939
1867 ...	...	1,277	5	1,282	46	1,328	1892 ...	1,770	905	202	1,107	728	1,835
1868 ...	...	1,030	48	1,078	47	1,125	1893 ...	1,738	816	169	985	724	1,709
1869 ...	...	1,225	56	1,281	48	1,329	1894 ...	1,769	908	159	1,067	731	1,798
1870 ...	...	1,115	50	1,165	49	1,214	1895 ...	1,540	525	143	668	815	1,483
1871 ...	...	967	39	1,006	50	1,056	1896 ...	2,151	800	346	1,146	849	1,995
1872 ...	1,085	1,002	48	1,050	52	1,102	1897 ...	1,612	603	405	1,008	703	1,711
1873 ...	1,151	1,079	34	1,113	53	1,166	1898 ...	1,730	424	409	833	817	1,650
1874 ...	978	917	34	951	67	1,018	1899 ...	2,033	578	520	1,098	951	2,049
1875 ...	1,311	1,192	25	1,217	83	1,300	1900 ...	988	117	444	561	745	1,306
1876 ...	1,345	1,285	20	1,305	135	1,440	1901 ...	1,896	620	340	960	696	1,656
1877 ...	1,073	980	35	1,015	147	1,162	1902 ...	2,142	525	732	1,257	987	2,244
1878 ...	1,141	920	38	958	161	1,119	1903 ...	2,454	921	349	1,270	986	2,256
1879 ...	961	800	46	846	204	1,050	1904 ...	2,151	1,036	423	1,459	973	2,432
1880 ...	832	652	64	716	181	897	1905 ...	2,609	384	664	1,048	1,072	2,120
1881 ...	1,171	874	34	908	220	1,128	1906 ...	2,663	1,017	477	1,494	1,141	2,635
1882 ...	1,832	1,521	87	1,608	277	1,885	1907 ...	2,949	1,169	747	1,916	1,115	3,031
1883 ...	1,770	1,335	95	1,430	313	1,743	1908 ...	2,123	731	454	1,185	1,079	2,264
1884 ...	1,759	1,295	100	1,395	348	1,743	1909 ...	2,166	643	723	1,366	1,099	2,465
1885 ...	1,139	791	70	861	392	1,253	1910 ...	3,152	1,054	968	2,022	984	3,006
1886 ...	1,480	1,009	61	1,070	391	1,461	1911 ...	2,467	1,014	668	1,682	953	2,635
1887 ...	1,703	1,147	40	1,187	454	1,641	1912 ...	2,540	383	923	1,306	1,078	2,384

COTTON.

RECEIPTS at, and Exports from, Bombay Port, also Mill Consumption in the Island of Bombay.

In thousands of Bales (000's omitted). [*Year ending 31st August.*

Year ending 31st August.	Receipts.		Total Receipts.	Exports.			Total Exports.	Mill Consumption.	Total.
	India.	Foreign Countries.		Europe.	China and Japan.	Elsewhere.			
1913	2,733	46	2,779	534	1,023	30	1,587	1,072	2,659
1914	3,733	6	3,739	1,301	1,245	24	2,570	1,078	3,648
1915	2,683	5	2,688	405	1,441	15	1,861	1,026	2,887
1916	3,133	6	3,139	294	1,691	8	1,993	1,096	3,089
1917	3,103	17	3,120	302	1,321	7	1,630	1,135	2,765
1918	2,279	27	2,306	293	1,213	7	1,513	1,068	2,581
1919	2,525	18	2,543	195	885	11	1,091	1,000	2,091
1920	3,405	22	3,427	629	1,579	24	2,232	957	3,189
1921	2,763	116	2,879	494	1,381	26	1,901	1,067	2,968
1922	3,353	109	3,462	645	1,896	52	2,593	1,074	3,667

N.B.—As noted in the Chamber's Report for 1918, the figures shown above represent the volume of trade in cotton from 1st September to 31st August, instead of for the year ending 30th June as was previously the case.

*Year ending 30th June.

FOREIGN TRADE OF BRITISH INDIA—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1920, 1921 and 1922.

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Animals—Living ... ... No.	4,545	4,615	4,123	32,27,490	25,36,251	27,44,403
Apparel—(excluding Hosiery, Boots and Shoes)						
Apparel—including Drapery uniforms and accoutrements ... ... value.	.....	.....	.....	1,82,37,170	81,83,322	56,10,417
Gold and Silver Thread ... ... „	.....	.....	.....	59,09,900	40,50,428	20,33,096
Hats, Caps, Bonnets and Hatters' ware „	.....	.....	.....	31,01,480	26,39,131	13,36,202
Lamettas ... ... lbs.	193,205	235,549	188,709	8,57,320	9,91,093	5,87,869
Second-hand Clothing ... ...value.	.....	.....	.....	15,10,810	6,33,748	6,75,410
Water-proofed Clothing ... ... „	.....	.....	.....	1,79,170	2,23,928	1,99,290
Arms, Ammunition and Military Stores „	.....	.....	.....	50,94,800	74,92,067	65,52,447
Art, works of (other than pictures) ... „	.....	.....	.....	6,46,830	15,55,571	2,94,271
Asbestos—Raw ... ... cwts.	14	6	.....	1,970	930	45
Do. Packings ... ... value.	.....	.....	.....	5,86,190	5,01,526	4,59,944
Do. Manufactures except for Packings „	.....	.....	.....	9,19,140	8,56,796	7,18,583
Belting for Machinery:—						
Of Cotton ... ... „	.....	.....	.....	30,60,670	26,37,907	14,71,351
„ Leather ... ... „	.....	.....	.....	56,66,930	56,62,410	41,96,267
„ other materials ... ... „	.....	.....	.....	39,40,250	29,65,826	28,08,218

Bobbins ... ... value.	.....	.....	.....	45,41,790	1,22,22,518	65,92,670
Books and Printed Matters ... ... cwts.	26,240	22,890	21,124	56,20,740	62,46,198	49,82,898
Boots and Shoes:—						
Of Leather ... ... pairs.	679,790	166,575	108 259	85,36,750	27,10,821	10,51,983
„ other materials ... ... „	414,020	121,894	216,253	11,38,120	5,33,494	6,11,002
Brushes and Brooms ... ... doz.	375,219	176,879	267,129	16,16,380	9,44.020	9,40,772
Building and Engineering Materials;—						
Cement ... ... tons.	147,275	108,986	134,413	1,43,97,260	1,35,62,278	1,10,49,786
Asphalte ... ... „	5,565	5,867	7,020	7,20,000	10,13,705	9,61,923
Bricks other than Fire Bricks ... No.	662,518	269,538	611,041	1,41,470	99,700	2,13,597
Fire Bricks ... ... „	2,911,375	2,759,837	2,934,252	7,43,760	11,03,772	9,63,250
Tiles ... ... „	25,571,725	17,663,911	16,571,911	39,62,550	37,03,887	26,40,773
Pipes of Earthenware... ... ... cwts	6,033	21,698	12,798	59,990	1.62,984	1,49,664
Other kinds ... ... „	317,457	141,565	207,690	12,92,900	11,67,424	10,70,899
Buttons of all sorts ... ... value.	.....	.....	.....	30,84,020	31,15,671	26,75,310
Candles of all kinds ... ... lbs.	1,777,122	176,941	452,867	9,67,030	1,01,256	2,42,748
Canes and Rattans ... . cwts.	50,243	51,737	47,387	6,52,270	7,25,408	7,44,694
Carriages and Carts (excluding Railway Carriages) and parts thereof ... ... value.	.....	.....	.....	55,51,900	87,33,513	32,81,827
Chemicals and Chemical preparations:—						
Acids ... ... cwts.	22,766	10,784	9,152	15,30,640	7,21,384	5,50,139
Alum ... ... „	85,561	38,235	73,226	10,18,270	5,38,112	8,75,198
Aluminous sulphates... ... ... „	100,351	47,272	57,681	7,65,280	4,43 808	4,65,371
Bleaching materials ... ... „	133,082	117,071	58,298	24,87,280	27,57,281	7,87,931
Disinfectants... ... ... „	37,181	14,025	24,967	10,03,330	6,17,060	8,48,403
Magnesium Compounds, Chloride ... „	50,493	53,092	60,292	7,31,280	5,75,259	3,43,141
Do. do. other kinds „	7,740	7,866	34,594	1,10,470	79,230	1,90,982
Soda Compounds, Bicarbonate ... „	77,786	104,624	98,960	6,27,980	10,55,968	10,16,189
Do. Caustic ... ... „	73,940	63,628	118,460	13,76,570	12,99,959	22,31,046
Do. Sodium Carbonate „	546,653	684,469	641,451	29,29,970	47,15,851	42,97,775

FOREIGN TRADE OF BRITISH INDIA IMPORTS—(*continued.*)

ARTICLES	Quantities.			Value,		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Soda Compounds, other kinds ... cwts.	90,277	111,775	68,118	26,42,960	23,12,911	19,08,793
Sulphur (brimstone) ... ... „	217,428	131,174	183,135	23,55,210	12,92,378	12,82,988
Zinc Compounds Chloride ... „	16,738	18,557	16,968	4,90,560	5,79,892	3,60,997
Do. other kinds ... „	307	771	254	27,680	29,363	8,099
Other sorts of Chemicals... ... value.	.....	.....	.....	56,28,210	41,05,749	52,56,430
China Clay ... ... cwts.	462,604	286,420	306,421	26,87,780	21,52,688	17,08,738
Clocks and Watches and parts thereof value.	... ...	.....	.....	41,44,920	28,52,753	19,14,146
Coal, Coke and Patent Fuel :—						
Coal ... ... tons.	38,586	1,084,687	1,191,966	11,82,210	4,21,23,835	4,39,05,808
Coke ... ... „	1,141	3,051	28,673	1,10,800	5,01,311	14,52,654
Patent Fuel ... ... „	.....	11	.....	.....	2,502	182
Coffee ... ... cwts.	50,492	21,127	49,957	22,82,230	8,35,822	20,71,588
Coir unmanufactured ... ... tons.	210	713	105	29690	19,491	11,920
„ Manufactured ... ... „	223	949	250	70,390	2,04,635	1,17,069
Corals ... ... lbs.	57,932	5,495	3,660	44,990	31,576	24,608
Cordage and Rope of Vegetable Fibre (excluding Jute and Cotton) ... cwts.	18,892	14,364	13,019	15,93,390	12,63,360	8,66,934
Cork manufactured ... ... „	5,100	2,851	2,500	5,39,390	4,38,798	3,76,967
Cutlery ... ... value.	.....	.....	.....	53,74,260	24,36,739	22,75,838
Cycles (other than Motor Cycles) and parts thereof and Accessories ... „	.....	.....	.....	95,01,270	21,68,398	32,30,584

Drugs and Medicines (excluding Chemicals and Narcotics).							
Camphor	lbs.	729,382	893,716	460,493	38,16,690	24,38,708	13,25,853
Cassia Lignia	cwts.	42,007	48,238	57,924	13,72,380	14,47,002	15,33,327
Proprietary and Patent Medicines	value	.....	.....	.....	34,57,380	18,52,295	23,10,789
Quinine Salts	lbs.	101,025	54,455	79,268	35,74,180	24,99,722	27,04,847
Other Sorts	value	.....	.....	.....	1,03,83,290	76,12,177	81,84,066
Dyeing and Tanning Substances:—							
Alizarine	lbs.	3,369,505	5,366,232	5,121,966	58,21,740	79,02,916	47,15,356
Aniline	„	6,907,004	5,243,635	8,771,774	2,17,64,290	2,38,20,329	2,26,18,117
Barks for tanning	cwts.	42,489	24,296	12,698	42,020	1,89,756	96,712
Cochineal	„	5,277	371	1,577	8,62,630	54,797	2,26,442
Cutch and Gambier	„	36,587	36,509	30,976	12,11,950	10,06,739	8,30,078
Indigo, synthetic	„	1,319	1,315	1,205	3,26,490	6,94,775	4,73,135
Saffron	lbs	71,538	31,346	43,711	14,85,620	3,85,284	11,20,529
Other Sorts	cwts	30,543	4,727	4,441	5,44,000	2,04,446	2,86,920
Earthenware & Porcelain:—							
Earthenware	value.	.....	.....	.....	69,44,280	62,02,094	64,28,725
Procelain	„	.....	.....	.....	18,62,040	13,37,732	17,42,508
Electroplatedware	„	.....	.....	.....	12,15,710	15,30,911	6,71,815
Fireworks	lbs.	2,808,607	3,729,859	3,843,633	13,22,780	13,63,273	11,63,893
Fish (excluding Canned Fish)	cwts.	118,570	113,302	125,208	20,90,210	16,53,483	23,23,852
Fodder, Bran and Pollards	„	35,914	45,991	11,629	1,32,790	1,35,712	55,368
Fruits and Vegetables (Fresh)	value.	.....	.....	.....	9,57,230	8,37,292	9,35,500
Fruits and Vegetables (Dry):—							
Almonds	tons.	3,929	4,518	5,676	40,46,690	41,67,608	46,41,848
Currants & Raisins	„	991	677	1,627	5,41,440	2,82,409	5,91,439
Dates	„	52,378	46,215	52,925	1,17,35,450	97,50,524	1,02,94,002
Other Sorts	„	3,198	1,994	2,027	10,57,660	7,04,833	10,93,669
Furniture & Cabinetware	value.	.....	.....	.....	42,69,500	35,88,493	18,79,963

FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued.*)

ARTICLES.	Qualities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Glass & Glassware :—						
Bangles ... ... value.	.....	.....	.....	92,25,090	68,98,454	68,61,258
Beads & false Pearls ... ... cwts.	21,487	17,816	35,510	36,84,030	41,60,521	41,17,158
Bottles and phials ... ... gross	335,067	313,997	2,79,568	50,74,420	41,06,580	34,27,555
Sheets and Plate ... .supl. ft.	21, 419,474	10,578,620	† 3,917,933	77,77,900	34,90,345	39,36,617
Funnels, Globes Glass parts of lamps value.	.....	.....	...	22,22,160	14,55,478	23,44,202
Tableware including Decanters, etc. „	.....	.....	.....	18,26,140	15,52,828	11,73,130
Other Glassware ... ... „	... ...	.....	... ...	36,13,150	23,36,373	25,72,571
Grain, Pulse and Flour :—						
Beans, dry. ... ... tons.	418	1,127	624	7,080	2,09,535	1,23,039
Pulse ... ... „	2,603	1,992	1,295	7,24,150	4,91,822	3,17,294
Rice not in the husk ... ... „	89	219	453	23,810	59,588	1,14,293
Wheat ... ... „	1	218,412	237,605	190	4,62,19,702	4,88,24,567
Other Sorts ... ... „	584	5,956	7,711	1,13,200	10,45,634	16,49,026
Gums and Resins :—						
Arabic ... ... cwts.	16,351	5,339	6,889	4,59,390	1,31,641	1,46,660
Benjamin ... ... „	12,626	17,188	19,784	5,63,300	7,21,282	8,21,167
Dammer (resins) ... ... „	42,557	63,986	38,063	5,53,970	4,71,261	2,94,859
Oilbanum or Frank incense... ... „	19,345	20,294	22,082	2,82,320	2,64,823	3,26,895
Resin ... ... „	35,139	9,584	18,037	9,30,320	2,21,968	3,26,083
Others Sorts ... ... „	39,409	25,394	55,440	13,09,910	9,79,956	9,86,386
Hardware—excluding Cutlery and Electroplatedware—						

Agricultural Implements	value.	.....	.....	.....	36,96,170	29,81,589	24,69,857
Builders' Hardware...	„	.....	.....	.....	57,61,890	39,14,044	38,60,119
Domestic Hardware	„	.....	.....	.....	23,31,750	16,94,225	7,96,722
Enamelled Ironware	„	.....	.....	.....	47,53,640	21,24,393	21,69,471
Lamps, and parts of (Metal and Glass)	„	.....	.....	.....	78,47,720	61,70,705	69,81,683
Implements and Tools	„	.....	.....	.....	96,21,430	91,09,403	78,79,657
Other kinds	„	.....	.....	.....	4,35,84,860	4,56,37,586	2,90,62,791
Hides and Skins—							
Hides (Raw)	tons.	218	365	351	1,49,610	1,72,057	1,86,566
Skins („)	„	726	583	574	12,18,600	7,93,691	6,72,958
Hops	cwts.	1,087	2,361	2,516	2,01,320	3,28,662	3,51,458
Instruments, Apparatus and Appliances and parts thereof :—							
Electric Fans and parts thereof ..	value.	.....	.....	.....	5,75,390	62,65,923	34,77,043
„ Wire and Cables	„	.....	.....	.....	98,77,520	1,18,91,304	80,93,876
„ Lamps and parts thereof ...	„	.....	.....	.....	18,04,510	29,59,451	24,88,668
„ Goods, other kinds	„	.....	.....	.....	1,37,14,120	2,99,70,910	96,78,168
Musical	„	.....	.....	.....	26,13,970	27,34,856	16,77,246
Optical	„	.....	.....	.....	14,81,040	10,00,702	3,70,725
Photographic	„	.....	.....	.....	24,03,220	29,21,053	28,46,027
Scientific and Philosophical... ...	„	.....	.....	.....	34,19,450	42,13,422	25,89,512
Surgical	„	.....	.....	.....	20,62,650	18,85,358	14,81,682
Other kinds	„	.....	.....	.....	5,77,980	12,85,083	6,23,549
Ivory unmanufactured	lbs.	368,748	469,606	3,37,901	27,57,410	39,20,434	27,10,712
manufactured	value.	.....	.....	.....	1,65,120	72,099	1,34,744
Jewellery and Plate of Gold and Silver (excluding Imitation Jewellery and Precious Stones and Pearl unset) ...	value.	.....	.....	.....	24,40,080	14,21,992	19,56,408
Lac	cwts.	28,260	6,128	41,419	36,14,480	5,93,946	31,74,052

† Represents figures for January to March and from 1st April to 31st December quantity imported 13,747,509 Square Feet.

FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1920	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Leather—						
Artificial Leather ... ... value.	.....	.....	.....	2,03,200	1,06,621	47,999
Hides and Skins (Tanned or dressed):—						
Hides ... ... tons.	502	99	95	15,04,410	3,36,434	2,84,795
Skins ... ... ,,	64	22	16	8,08,400	3,71,392	3,53,160
Leather Cloth ... ... value.	.....	.....	.....	5,48,450	5,05,744	4,59,609
Unwrought ... ... cwts.	3,085	1,145	738	12,11,560	5,23,576	3,44,599
Manufactures—(excluding Boots, Shoes and Beltings):—						
Bags and Trunks ... ... value.	.....	.....	.....	7,60,540	1,97,048	79,333
Pickers ... ... ,,	.....	.....	.....	10,21,830	13,38,932	8,42,796
Picking Bands and Straps ... ,,	.....	.....	.....	16,62,960	10,23,801	6,15,307
Roller Skins ... ... ,,	.....	.....	.....	10,40,010	18,70,449	11,97,144
Saddlery and Harness ... ... ,,	.....	.....	.....	6,55,870	2,79,933	1,74,329
Other sorts ... ... ,,	.....	.....	.....	22,23,770	15,42,804	12,73,823
Liquors—Ale, Beer, Stout and Porter ...gallons.	3,253,714	3,772,432	2,898,796	99,21,280	1,00,39,834	93,40,411
,, Cider & other fermented Liquors ,,	15,037	13,188	9,768	94,250	99,262	72,415
,, Spirits—Brandy ... ... ,,	413,830	334,787	240,133	66,79,310	67,05,833	38,85,757
,, ,, Whisky... ... ... ,,	734,281	627,418	608,990	1,14,21,050	1,29,17,737	1,23,34,591
,, ,, Rum ... ... ,,	255,669	153,656	124,694	5,94,050	4,56,839	2,63,564
,, ,, Gin ... ... ,,	102,006	83,886	78,168	12,24,630	9,31,354	10,72,991

Liquors Spirits—Present in drugs	gallons	181,900	80,282	75,368	37,46,190	27,31,928	24,59,520
" " Perfumed	"	36,595	12,548	10,437	23,24,950	13,53,558	9,38,764
" " Methylated	"	118,515	189,151	359,688	2,44,030	5,36,579	6,32,722
" " Other kinds	"	432,045	149,235	103,358	19,10,230	11,65,581	9,58,737
" Liqueurs	"	32,308	18,827	13,292	7,39,690	5,09,537	3,72,256
" Wines	"	409,727	274,577	218,928	62,73,430	42,56,307	31,90,827
Machinery and Mill Work :—							
Prime-movers (Oil Steam Engines)	value	.....	.....	.....	1,85,94,930	2,90,85,997	2,26,76,920
Electrical Machinery	"	.....	.....	.....	1,52,95,290	3,64,21,590	3,69,25,062
Boilers do.	"	.....	.....	.....	1,14,50,510	2,51,01,046	1,65,11,468
Textile (Cotton) Machinery	"	.....	.....	.....	2,46,56,390	6,42,07,801	8,91,42,186
Agricultural do.	"	.....	.....	.....	18,54,720	20,99,745	5,99,320
Machine Tools	"	...	.....	.....	74,46,940	1,35,63,686	65,41,702
Metal Working Machinery	"	.....	.....	.....	16,07,890	36,28,572	
Mining do.	"	.....	.....	.....	18,02,410	72,30,256	38,56,716
Rice and Flour Mill Machinery	"	.....	.....	.....	36,25,820	73,34,074	46,05,166
Saw Mill & Wool Working Machinery	"	.....	.....	.....	9,68,010	33,13,649	13,86,252
Sugar Machinery	"	.....	.....	...	14,24,540	79,44,580	31,04,573
Sewing and Knitting Machines and parts thereof	"	.....	.....	.....	82,74,400	23,04,965	52,12,317
Jute Machinery	"	.....	.....	.....	2,17,93,750	4,47,46,556	2,23,84,245
Shuttles	"	... ..	.....	.....	11,08,300	17,42,001	11,73,529
Typewriters and parts thereof	"	.....	.....	.....	34,40,470	22,88,535	14,75,479
Other sorts	"	.....	.....	.....	3,84,56,460	8,74,33,084	5,11,82,557
Manures	tons	6,590	828	6,153	15,22,080	2,40,224	9,25,929
Matches	gross of boxes.	16,249,428	11,100,937	12,117,713	2,19,98,220	1,63,83,685	1,77,60,587
Mats and Matting	sq. yds.	887,888	844,192	613,174	5,24,950	3,78,161	2,97,998
Metals and ores :—							
Aluminium	cwts	64,468	35,531	76,605	76,71,220	56,84,516	90,64,834
Brass, etc.	"	743,788	223,015	512,557	4,93,09,390	1,53,06,643	2,93,79,398
Copper	"	403,896	106,070	294,047	3,20,89,650	94,85,420	2,06,38,231

FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Iron ... ... tons.	31,481	27,185	46,420	91,88,940	66,59,975	81,72,662
Iron or Steel ... ... „	474,984	389,826	499,235	20,44,68,380	19,32,49,443	15,07,51,214
Steel ... ... „	192,795	148,295	203,497	6,12,66,470	4,08,08,711	3,53,26,681
Lead ... ... cwts.	89,916	51,040	53,178	26,51,160	17,12,507	16,11,878
Quicksilver ... ... lbs.	202,855	157,143	134,104	6,36,660	3,50,963	3,02,502
Tin ... ... cwts.	51,507	55,314	36,789	79,40,020	79,52,048	43,84,805
Zinc or Spelter... ... ... „	123,738	87,839	87,124	45,24,500	24,14,638	23,22,318
Other kinds ... ... „	1,22,539	25,336	35,639	40,43,940	19,95,776	22,90,694
Mica ... ... „	.....	4,032	2,007	.....	7,38,554	1,99,495
Motor Cars, Motor Cycles, Motor wagons and parts thereof... ... ... value.	.....	.....	.....	11,15,68,830	5,02,44,269	2,38,03,726
Oils :—						
Animal ... ... gallons.	23,943	29,436	12,220	84,400	1,23,740	46,423
Essential... ... ... „	37,932	27,484	30,035	14,93,100	8,48,669	6,81,351
Mineral Fuel ... ... „	42,781,627	50,186,193	61,531,885	1,04,22,240	1,22,07,615	1,50,46,077
„ Kerosine ... ... „	63,599,160	42,863,775	53,850,812	4,64,86,080	3,19,17,482	3,80,41,504
„ Lubricating ... ... „	15,808,854	18,184,871	19,458,311	2,09,06,120	2,79,14,167	1,93,69,964
„ other kinds ... ... „	911,498	2,385,804	1,597,090	15,25,620	25,60,615	16,52,604
Cocoanut ... ... „	130,279	170,427	33,647	3,98,010	5,28,309	77,885
Linseed ... ... „	288,204	216,933	310,105	14,58,820	9,65,601	11,86,171
Other Sorts ... ... „	50,538	47,899	34,382	2,13,440	1,89,574	1,54,658

Oil Cloth and Floor Cloth ... ... sq. yds.	1,398,581	274,602	452,366	26,13,470	8,97,574	9,31,732
Opium ... ... lbs.	25	69	22	1,340	4,358	3,263
Packing—Engine and Boiler of all kinds. value.	.....	.....	.....	6,01,050	4,92,436	3,26,595
Paints and Colours ... ... cwts.	365,389	255.375	286,997	1,41,35,330	1,11,66,037	1,09,34,363
Painters' Materials ... ...value.	.....	.....	.....	41,18,410	24,22,932	24,99,013
Paper ... ... ,,	.....	.....	.....	6,05,73,850	3,05,2[illegible],238	2,43,78,397
Pasteboard, Mill-board and Cardboard of all kinds ... ... cwts.	205,407	146,106	107,135	43,75,210	33,31,110	15,46,276
Paper Making Materials ... ... ,,	194,437	128,733	276,479	40,96,560	41,99,101	39,39,802
Paraffin Wax ... ... tons.	7	48	175	6,510	37,163	85,154
Perfumery ... ...value.	.....	.....	.....	3,50,340	3,49,829	3,15,080
Pitch and Tar ... ... cwts.	178,309	76,031	93,512	12,84,420	7,67,627	7,68,464
Polishes ... ...value.	.....	.....	.....	41,90,590	17,09,185	17,74,496
Precious Stones ... ... ,,	.....	.....	.....	7,4[illegible]940	8,54,083	94,96,026
Pearls ... ... ,,	.....	.....	.....	50,35,330	1,54,699	98,85,049
Printing and Lithographing Presses ... ,,	.....	.....	.....	12,73,810	33,89,412	11,42,879
Do. do. Materials ... ,,	.....	.....	.....	15,67,780	19,65,081	15,44,097
Prints, Engravings and Pictures ... ,,	.....	.....	.....	3,35,050	4,11,230	4,15,869
Provisions and Oilmanstores—						
Bacon and Hams ... ... cwts.	9,808	10,431	11,700	13,93,680	18,35,018	16,24,156
Biscuits and Cakes ... ... ,,	59,279	10,636	21,681	57,49,690	15,43,391	26,95,688
Cheese ... ... ,,	13,476	6,739	9,568	19,72,600	12,68,446	14,09,005
Cocoa and Chocolate ... ... ,,	8,949	2,681	5,026	15,36,750	6,53,874	9,65,612
Farinaceous and Patent Food ... ,,	295,327	369,097	250,954	81,08,720	53,17,461	67,54,328
Jams and Jellies ... ... ,,	16,771	10,710	11,701	9,49,410	8,70,467	7,98,228
Milk Condensed and Preserved including milk cream ... ... ,,	77,421	70,487	64,484	48,95,550	56,75,998	50,19,328
Other Sorts of Provisions ... ...value.	.....	.....	.....	1,56,34,520	80,42,635	95,35,731
Railway Plant and Rolling Stock—						
Carriages, Wagons and parts thereof. value.	.....	.....	.....	5,26,71,010	9,23,38,055	6,05,19,219

FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Loco Engines and Tenders and parts thereof ... ...value.	.....	.....	.....	2,28,99,140	7,04,75,590	2,81,23,388
Bridge work ... ... tons.	5,086	12,185	11,057	16,32,830	65,57,132	48,80,010
Rails, chairs, Fish Plates of Steel or Iron ... ... ,,	30,560	59,885	101,934	65,73,010	1,82,81,819	1 58,36,551
Sleepers and keys of Steel or Iron ,,	18,867	30,961	97,853	43,57,660	75,39,301	2,02,16,176
Sleepers of Wood ... ... ,,	10,272	23,681	18,926	19,89,780	46,78,556	29,44,791
Other kinds ... ... ,,	11,830	9,125	14,228	44,08,350	58,11,059	50,69,842
Rubber, Raw ... ... lbs.	1,690	7,710	536	1,390	4,924	591
,, Tyres and Tubes ... ... No.	464,916	255,064	310,535	1,68,65,220	1,00,07,871	1,30,69,459
,, Other Manufactures ... ... value.	.....	.....	.....	91,84,450	40,63,940	56,74,763
Salt ... ... tons.	614,674	479,306	507,073	2,36,98,970	1,57,94,763	1,57,56,037
Seeds—						
Essential ... ... ,,	2,344	663	327	11,07,540	3,12,447	1,31,196
Copra or Cocoanut Kernel ... ... ,,	8,138	4,920	216	34,11,360	22,39,106	62,537
Other Sorts ... ... ,,	2,224	2,799	466	9,29,910	7,60,592	3,18,829
Shells and Cowries... ... ... cwts.	34 220	41,529	27,753	4,30,720	3,91,357	3,74,785
Ships, parts of (including Launches and Boats) ... ... value.	.....	.....	.....	16,23,420	69,08,495	74,60,660
Smoker's Requisites (excluding Tobacco) ,,	.....	.....	.....	9,89,480	4,92,356	6,81,738
Soap ... ... cwts.	366,978	200,630	266,946	1,61,24,600	76,88,843	1,11,70,053

Spices:— cwts.						
Betelnuts	1,009,248	989,807	961,867	1,53,72,350	1,37,37,639	1,41,77,517
Cloves	39,653	78,260	79,527	26,47,610	50,38,067	54,28,856
Ginger	1,098	728	6,795	35,960	24,937	1,79,844
Nutmegs	9,442	13,172	8,495	3,36,250	3,52,310	2,97,887
Pepper	10,867	10,948	8,357	5,57,680	4,80,449	3,32,989
Other Sorts	6,264	6,836	6,646	3,70,650	3,61,149	4,23,696
Starch and Farina	120,241	99,533	172,607	21,43,130	15,38,737	24,46,063
Stationery	.....	.....	.....	1,61,12,340	1,13,81,647	89,71,821
Stone and Marble tons.	11,289	7,452	3,829	12,24,720	6,98,947	7,87,079
Sugar, 16 Dutch Standard and above	312,998	583,986	460,338	21,80,85,040	24,40,12,094	14,84,06,889
„ 15 Dutch Standard and above	677	506	114	4,11,870	1,20,544	32,047
„ Molasses	91,918	78,170	70 996	1,01,97,030	62,33,774	51,11,457
„ Confectionery	1,905	662	848	42,76,580	18,85,500	19,33,192
„ Saccharin	29	20	39	8,14,160	4,86,804	3,68,795
Tallow and Stearine including grease and animal fats cwts.	88,161	51,550	64,889	49,96,370	23,24,037	23,19,094
Tea :—						
Black lbs.	2,567,443	1,257,534	1,774,247	15,88,460	7,53,211	12,19,495
Green „	2,708,399	3,723,854	5,917,060	22,66,270	32,27,281	49,58,090
Tea Chests, entire or in sections value.	.....	.....	.....	73,68,680	80,79,535	58,03,233
Telegraph materials for construction and Accessories „	.....	.....	.....	57,810	4,59,761	94,161
Telephone materials for construction and Accessories „	.....	.....	.....	3,95,020	22,01,781	21,57,277
Textiles—						
Cotton Raw tons.	4,229	27,168	12,281	93,81,300	3,78,25,157	2,01,05,732
„ Waste cwts.	158	54	199	5,750	1,868	7,504
„ Twist and yarn lbs.	43,632,409	49,214,056	63,647,907	1,71,67,640	16,73,59,324	10,77,59,131
„ Handkerchiefs No.	10,333,778	3,480,061	2,727,943	30,57,910	8,57,727	5,45,553
„ Shawls „	875,494	284,940	460,607	16,82,380	5,73,268	6,96,483
„ Hosiery Underwear value.	.....	.....	.....	98,20,310	24,16,851	50,04,673
„ „ Other sorts „	.....	.....	.....	1,06,17,120	3839,701	21,18,262

FOREIGN TRADE OF BRITISH INDIA—IMPORTS—(*concluded.*)

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Cotton Grey Piece-Goods ... yards.	600,566,342	659,248,686	828,411,101	27,74,30,810	24,54,63,336	27,47,18,400
„ White „ „ ... „	474,667,975	291,835,933	382,781,154	25,32,46,820	12,23,71,146	14,60,54,823
„ Coloured printed or dyed piece-goods „	490,580,967	196,573,498	202,974,661	34,58,34,270	11,75,96,936	10,44,50,023
„ Fents of all descriptions ... „	20,749,155	11,056,652	14,435,207	1,00,17,520	29 69,760	40,70,237
„ Thread, Sewing ... ... lbs.	1,627,625	988,167	1,179,137	88,94,670	70,35,515	72,81,861
„ Manufactures, Other Sorts... value.	.....	.....	.....	1,43,41,150	93,26,032	67,83,648
Flax Raw ... ... lbs.	.. ...	5,379	47	.....	5,440	35
„ Twist and yarn ... ... „	21,959	18,282	8,127	53,186	37,558	8,340
„ Canvas ... ... yards.	1,617,785	737,587	744,338	38,14,790	23,22,913	14,53,773
„ Piece-Goods ... ... „	518,950	130,702	416,634	6,44,870	1,61,688	3,53,297
„ Thread .... lbs.	110,352	59,751	60,134	4,33,420	3,18,300	1,89,314
„ Manufactures, Other Sorts ..... value.	.....	.....	.....	9,96,220	8,90,498	10,62,989
Haberdashery and Millinery :—						
Lace and Embroidery ... ... value.	.....	.....	.....	73,28,010	17,90,527	20,39,022
Towels not in the Piece ... No.	1,230,772	348,355	482,145	11,66,110	2,61,322	1,93,852
Other sorts ... ... value.	.....	.....	.....	1,98,24,860	75,92,074	58,78,771
Hemp Raw ... ... cwts.	27,367	30,848	25,293	8,27,910	9,76,746	6,26,250
Jute Raw ... ... tons.	7	16	20	1,490	4,104	5,982
„ Manufactures including Twist and yarn ... ... value.	.....	.....	.....	28,35,960	22,06,517	15,53,308
Silk Raw ... ... lbs.	1,911,268	1,629,841	18,42,889	1,58,61,020	1,38,18,354	1,54,26,300
„ Waste ... ... „	112,098	149,716	91,238	3,05,820	2,86,065	1,69,524
„ Yarn Noils and Warps ... „	681,183	592,267	761,103	70,19,240	51,60,677	54,61,604
„ Goods of, mixed with other materials ... ... yards.	2,001,142	1,053,008	967,630	51,85,180	21,78,053	17,59,997
„ Piece-Goods ... ... „	24,697,930	17,093,089	13,406,244	4,75,48,830	2,92,12,148	2,10,56,273

Silk Thread for sewing ... ... lbs.	7,630	2,681	8,226	97,140	60,854	1,40,912
,, Manufactures, Other Sorts ... ,,	67,351	39,874	35,398	13,77,900	7,27,186	6,11,476
Artificial Silk:—						
Artificial Silk Yarn ... ... lbs.						
Piece-Goods of Cotton and Artificial Silk ... ... yards.	100,172	67,432	130,935	8,43,500	4,55,103	7,92,411
	8,748,402	1,532,845	936,937	1,16,96,690	22,89,042	11,61,950
Wool, Raw ... ... lbs.	937,371	1,250,902	2,458,593	5,49,550	9,55,553	13,71,971
,, Shawls ... ... No.	17,993	34,968	97,513	1,26,090	1,61,356	3,62,087
,, Braids ... ... lbs.	14,031	10,325	8,665	43,900	79,182	45,383
,, Piece-Goods ... ... yards.	10,829,169	3,132,304	2,779,389	4,47,30,300	1,31,71,968	88,00,397
,, Yarn and Knitting ... ... lbs.	226,786	420,006	473,090	16,66,570	23,11,127	21,97,090
,, Blankets ... ... ,,	239,859	77,070	116,771	5,23,930	2,35,047	2,36,450
,, Carpets and Rugs ... ... ,,	595,053	322,415	322,128	22,17,350	13,97,905	10,62,470
,, Hosiery ... ... ,,	314,271	95,771	115,782	27,50,520	11,36,469	7,97,351
,, Manufactures, Other Sorts ... ,,	286,704	196,691	243,411	5,48,280	5,31,629	2,95,754
Tobacco—						
Unmanufactured ... ... lbs	664,520	947,378	1,036,468	9,36,600	13,05,287	19,24,198
Manufactured Cigars... ... ... ,,	81,305	27,719	23,765	4,64,360	2,51,884	1,88,657
,, Cigarettes ... ... ,,	6,611,238	2,639,680	42,36,843	2,72,27,530	1,33,24,484	1,93,00,756
,, for Pipes and Cigarettes ,,	517,266	176,354	307,117	20,61,194	11,17,380	19,13,555
,, Other Sorts ... ,,	270,313	39,587	39,031	9,98,836	1,70,490	2,02,949
Toilet Requisites ... ... value.	.....	.....	.....	58,69,840	21,03,705	38,98,316
Toys and Requisites for Games and Sports ,,	.....	.....	.....	61,74,120	36,98,070	47,61,133
Umbrellas ... ... No.	635,450	447,017	387,948	16,30,350	16,56,694	8,63,495
Umbrella fittings ... ... value	.....	.....	.....	22,14,200	17,13,745	25,58,469
Wax of all kinds other than Paraffin wax: cwts.	3,146	2,771	3,639	1,35,700	1,55,003	2,31,840
Wood and Timber ... ... cubic tons.	68,560	56,938	38,577	1,16,08,540	88,73,323	49,13,195
Wood, Firewood ... ... tons.	2,671	1,419	765	1,27,660	23,661	11,636
,, Ornamental Sandal ... ... ,,	804	373	759	3,58,190	1,75,281	2,91,787
,, ,, other kinds ... ... value.	.....	.....	.....	77,360	48,759	78,561
,, Manufactures other than Cabinet-ware and Furniture ... ... ,,	.....	.....	.....	38,16,420	32,68,654	13,49,120
Articles imported by Post ... ... ,,	.....	.....	.....	6,88,95,340	4,56,99,430	3,50,37,822
All other Articles ... ... ,,	.....	.....	.....	68,46,550	66,96,405	58,05,806
Total Value Rs. ...	.....	.....	.....	3,23,14,84,380	2,78,18,73,301	2,42,32,99,514

FOREIGN TRADE OF BRITISH INDIA—EXPORTS.

Quantities and Value of the Principal Articles exported in the years ending 31st December 1920, 1921 and 1922.

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Animals ... ... No.	239,173	248,387	219,279	35,33,330	30,63,725	27,08,294
Apparel ... ... value.	.....	.....	.....	16,16,690	25,05,894	32,79,983
Books, Printed and Printed matter ... cwts.	3,836	4,635	5,089	3,84,780	6,50,068	6,67,417
Boots and Shoes ... ... pairs.	322,761	143,042	145,104	15,41,150	5,20,622	4,81,068
Bristles ... ... cwts.	4,034	2,177	2,424	18,89,410	12,38,132	12,28,618
Building and Engineering Materials of all kinds ... ... value.	.....	.....	.....	9,50,650	12,65,217	13,72,188
Candles ... ... lbs.	7,869,189	4,327,153	64,30,720	23,92,660	12,92,412	18,83,309
Casein ... ... cwts.	14,482	7,027	10,641	3,86,139	2,26,912	3,20,607
Chemicals and Chemical Preparations :—						
Saltpetre ... ... cwts.	442,654	257,873	220,878	75,27,400	47,93,472	37,77,050
Borax ... ... „	1,495	5,084	4,891	1,44,970	1,64,921	1,80,490
Other Sorts ... ... value.	.....	.....	.....	6,02,910	2,41,122	2,60,484
Coal, Coke and Patent Fuel:—						
Coal ... ... tons.	1,222,517	273,648	76,479	1,56,51,530	37,53,877	10,04,367
Coke ... ... „	2,241	1,923	632	61,510	93,518	36,997
Coffee ... ... cwts.	173,275	268,479	173,743	1,15,20,410	1,48,82,570	1,24,87,456
Coir unmanufactured ... ... tons.	421	429	510	1,05,920	1,05,326	1,22,467
„ manufactured ... ... „	33,404	25,304	32,572	1,07,56,160	81,48,274	1,09,26,319
Cordage and Rope of Vegetable Fibre ... cwts.	56,706	52,456	49,429	13,54,160	13,40,180	12,25,482

Drugs and Medicines excluding Chemicals and Narcotics—							
Nux Vomica (strychnia)	cwts.	58,787	57,039	38,605	11,82,120	16,15,569	8,70,783
Senna	,,	37,561	35,044	34,021	13,72,160	8,58,976	7,27,296
Cinchona Bark	lbs.	243,146	313549	47,045	1,38,470	1,58,958	23,763	
Other Sorts	value.	.....	.....	... ..	17,59,440	10,97,223	12,33,391
Dyeing and Tanning Substances—							
Barks for Tanning	cwts.	6,868	5,172	3,047	47,530	27,350	15,354
Myrabollam Extracts...	,,	25,185	37,820	52,065	5,37,340	4,72,455	7,11,448
Indigo	,,	18,517	13,293	6,693	78,60,740	53,25,141	26,34,489
Myrabollams	,,	1,042,258	1,030,171	14,69,741	56,30,690	47,88,788	75,04,397
Cutch and Gambier	,,	54,698	29,265	32,585	12,85,780	5,83,200	6,11,408
Turmeric	,,	65,231	44,914	41,436	11,50,600	8,40,149	8,92,076
Other Sorts	,,	19,539	21,506	19,348	3,20,340	2,04,810	2,69,628
Fibre for Brushes and Brooms ...	tons.	3,549	3,061	4,172	13,45,580	10,98,046	17,08,821
Fish—(dry salted and unsalted) ...	cwts.	194,595	265,528	208,468	34,94,080	44,99,610	36,52,932
Fishmaws and Sharkfins	,,	12,103	8,463	11,078	13,56,240	14,27,955	17,27,043
Fish—Wet Salted	,,	1,200	5,360	4,648	10,830	1,01,138	63,243
Fodder, Bran and Pollards :—							
Rice Bran	cwts.	105,460	207,360	3,196,960	2,45,230	6,45,636	91,23,384
Bran and Pollards, Other Sorts ...	tons.	207,495	181,636	36,008	1,16,13,280	1,09,58,287	23,83,231
Other Sorts of Fodder	cwts.	95,840	26,380	40,160	5,90,170	2,40,176	2,20,116
Fruits and Vegetable (Fresh)	value.	.....	.....	.....	38,59,650	40,16,091	45,04,906
Do. (Dry)	tons.	27,455	19,523	8051	22,74,190	20,65,178	17,16,622
Furniture and Cabinetware	value.	.....	.....	.....	8,03,730	6,49,867	7,30,726
Glass and Glassware	,,	.....	.....	.....	1,77,620	1,11,247	2,43,868
Grain, Pulse and flour :—							
Rice in the husk	tons.	21,901	43,887	34,896	22,91,500	38,37,110	31,46,297
,, not in the husk ...	,,	1,030,806	1,162,265	1,964,537	17,79,54,740	20,75,78,447	33,85,19,653
,, Flour and Ground Rice ...	,,	5,410	40	51	13,87,960	7,606	9,356
Wheat	,,	52,761	267,126	1,07,423	95,29,700	4,66,12,810	1,71,05,009
Wheat Flour	,,	59,052	70,383	45,335	1,73,90,390	1,99,74,313	1,26,09,376
Barley	,,	5,158	11,196	8,067	10,91,200	23,65,592	11,20,243
Jawar and Bajree	,,	15,556	4,179	11,108	28,97,260	6,97,892	16,68,861
Maize	,,	3,150	3,042	3,641	3,79,940	2,71,687	3,28,744

FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Pulse Beans ... ... tons.	78,653	18,252	47,172	1,22,01,700	63,44,596	47,14,778
,, Gram ... ... ,,	5,446	5,554	13,992	11,46,590	11,73,008	22,45,028
,, Lentils ... ... ,,	2,060	1,402	7,116	5,70,680	3,83,678	12,93,331
,, Other Sorts ... ... ,,	18,139	2,318	42,345	42,31,550	49,32,073	79,99,260
Other Sorts ... ... ,,	18,138	6,699	861	33,52,900	10,66,827	1,77,077
Gums and Resins ... ... cwts.	30,355	8,115	29,920	10,88,760	2,81,669	7,36,178
Hardware and Cutlery ... ... value.	.....	.....	.....	8,17,270	7,54,467	7,47,222
Hides and Skins—						
Hides (raw) ... ... tons.	24,952	23,240	24,265	2,95,24,820	1,69,43,448	2,08,34,979
Skins (raw) ... ... ,,	16,081	17,951	21,036	5,94,87,760	3,36,39,789	3,67,48,824
Cuttings of Hides and Skins (raw) ... ,,	1,223	912	891	1,42,760	1,07,288	1,56,419
Hides (tanned or dressed) ... ... ,,	7,179	5,449	8,354	2,14,95,500	1,23,73,708	1,96,62,007
Skins ,, ,, ... ,,	3,137	3,645	4,461	2,67,59,180	2,21,77,535	2,72,48,633
Horn Tips, Horn Metal and pieces of Horn cwts.	42,602	59,894	86,146	8,43,040	9,15,986	12,11,344
Jadestone ... ... ,,	4,436	4,271	6,013	12,03,800	19,01,169	21,22,735
Lac—Button ... ... ,,	12,301	7,865	16,908	36,14,460	15,76,093	43,48,635
,, Seed ... ... ,,	2,133	1,441	3,401	4,26,760	2,65,005	7,21,760
,, Shell ... ... ,,	298,972	352,234	341,785	8,14,29,260	6,76,26,190	8,12,71,571
,, Stick ... ... ,,	630	844	2,528	84,160	1,11,931	3,69,305
,, Other Kinds ... ... ,,	20,079	31,884	63,396	9,77,420	6,72,834	28,88,408
Leather—Unwrought ... ... ,,	9,725	5,416	6,042	13,62,900	7,17,525	9,47,849
Liquors ... ... gals.	1,366	2,963	8,576	12,450	32,489	33,781
Manures—Bones ... ... tons.	107,843	83,106	91,124	1,10,20,510	82,08,713	97,70,788
,, Fish Manure and Guano— ... ,,	29,801	6,784	10,396	42,53,540	10,17,141	14,76,753
,, Sulphate of Ammonia ... ... ,,	5,890	3,256	2,439	8,27,570	8,64,422	6,19,874
,, Other kinds ... ... ,,	2,945	3,609	3,879	4,88,370	3,80,631	4,35,915

Metals and Ores :—						
Brass, Bronze and Similar Alloys ... cwts.	2,567	2,969	2,589	4,06,990	4,77,572	5,27,874
Chromite (chrome Iron Ore) ... ... tons.	30,675	28,741	39,333	10,30,280	9,87,565	12,85,586
Copper ... ... cwts.	1,599	1,543	1,331	2,30,100	1,90,299	1,64,541
Ferro Manganese ... ... tons.	3,877	.....	12,625	7,07,050	.....	75,750
Iron or Steel—Pig ... ... ,,	44,318	51,942	98,561	50,19,230	52,37,333	77,53,927
,, ,, Other Sorts ... ... ,,	1,384	621	876	3,51,740	3,10,801	2,50,499
Lead—Pig ... ... cwts.	429,555	612,483	752,197	84,93,070	1,09,31,290	1,29,46,293
,, Other Sorts ... ... ,,	252	118	128	5,320	5,659	4,501
Manganese Ore ... ... tons.	710,856	539,889	774,860	1,53,30,160	1,33,72,004	1,72,76,312
Tin ... ... cwts.	66	282	9	9,760	42,379	4,880
Ore ... ... tons	704	1,610	1,510	15,53,600	31,44,786	31,00,187
Wolfram Ore ... ... ,,	2,939	662	67	40,76,750	9,62,512	33,660
Zinc or Spelter, all Sorts ... ... cwts.	1,500	80,000	361,224	3,040	8,00,139	13,57,571
Other Sorts of Metals ... ... ,,	2,249	1,455	3,114	6,45,470	4,55,031	4,04,717
,, of Ores ... ... tons.	1,096	5,174	2,193	44,030	1,13,900	3,21,834
Mica ... ... cwts.	76,517	30,944	43,145	1,06,84,380	63,94,113	57,85,245
Monazite ... ... tons.	940	.....	20	6,34,526	.....	400
Oils—						
Castor ... ... gals.	367,491	180,935	495,713	9,89,640	3,79,756	11,79,812
Coconut ... ... ,,	878,332	1,575,282	1,209,923	28,86,240	49,58,700	29,96,168
Linseed ... ... ,,	347,142	44,282	32,206	16,83,230	1,86,437	1,20,202
Mineral—Benzine and Petrol... ... ,,	21,240,678	19,516,398	19,760,576	2,11,95,710	1,95,16,398	2,13,69,608
,, Other Sorts ... ... ,,	823,214	2,568,619	157,655	3,84,160	4,07,708	1,77,238
Sandalwood ... ... lbs.	180,961	55,641	121,492	45,11,100	12,59,569	23,43,301
Animal ... ... gals.	252,011	38,870	40,730	2,47,760	35,983	35,983
Essential excluding Sandalwood oil... ,,	62,392	50,632	78,060	25,26,090	13,98,024	20,70,941
Mustard or rape ... ... ,,	376,348	534,285	384,424	10,66,230	8,75,947	10,85,555
Gingelly ... ... ,,	127,159	120,672	101,086	4,35,770	3,21,126	2,53,129
Other Sorts ... ... ,,	249,732	97,799	56,913	8,37,090	2,95,834	1,75,818
Oil Cakes :—						
Castor Cake ... ... tons.	2,198	320	1,436	2,63,420	28,379	1,23,774
Cocoanut Cake ... ... ,,	133	2,141	2,026	23,150	3,70,079	2,92,721
Cotton Cake ... ... ,,	9,031	2,780	2,359	9,51,200	3,00,918	3,02,152
Groundnut Cake ... ... ,,	55,481	45,742	60,306	61,77,320	49,59,087	62,75,995
Linseed Cake ... ... ,,	10,203	10,450	10,316	16,19,120	14,55,013	16,27,821

FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*continued.*)

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Rape and Teelseed Cake ... ... tons.	36,993	30,228	56,202	51,80,650	40,28,967	66,84,959
Other Sorts ... ... „	1,342	1,152	6,609	1,18,050	1,09,150	8,61,945
Opium— ... ... chests	7,181	6,801	6,118	2,37,17,480	2,21,46,204	2,33,97,508
... ... cwts.	10,523	10,016	8,904			
Parafin Wax ... ... tons.	23,093	31,058	27,636	1,01,43,920	1,41,09,357	1,24,09,077
Perfumery ... ... value.	.....	.....	....	1,57,270	1,53,262	1,59,436
Precious Stones and Pearls ... ... „	.....	.....	.....	1,10,090	33,417	29,975
Provisions and Oilmanstores—						
Butter ... ... cwts.	2,248	4,795	4,503	3,45,690	6,63,883	6,02,157
Ghee ... ... „	49,238	52,276	33,810	48,91,750	49,81,402	35,20,086
Pickles, Chutney and Condiments ... „	23,314	20,694	31,585	9,16,120	10,95,637	12,54,832
Other Sorts ... ... „	30,858	25,748	24,899	8,77,661	6,83,787	6,58,672
Railway Plant and Rolling Stock—						
Teak Keys ... ... tons.	(*a*) 1,788	1,709	1,304	(*a*) 2,60,870	2,35,770	1,76,483
Other Sorts ... ...value.	.....	.....	.....	1,86,770	11,72,561	2,344
Rubber raw ... ... lbs.	14,282,794	11,883,224	10,874,654	1,68,29,950	1,04,80,869	58,63,307
Salt ... ... tons.	827	600	4,078	57,330	17,907	89,634
Seeds :—						
Essential... ... ... „	6,060	7,436	11,284	21,45,180	24,67,985	45 47,476
Castor Seed ... ... „	14,699	29,631	85,475	34,40,250	63,21,390	1,85,66,466
Copra or Cocoanut kernel ... ... „	1,555	3,099	15,094	8,13,380	15,06,902	54,88,424
Cotton ... ... „	146,657	52,203	149,163	1,62,07,570	62,67,131	1,59,67,097
Groundnuts ... ... „	121,142	171,230	263,624	3,98,13,080	4,41,78,331	7,37 54,611
Linseed ... . „	195,980	106,607	310,109	6,50,58,270	2,63,05,362	8,22,69,469
Mowra ... ... „	3,804	2,447	19,186	6,79,390	4,10,778	28,13,189

Mustard	tons.	1,412	674	2,636	5,51,880	2,17,254	7,99,705
Poppy	„	3,838	6,622	4,017	15,02,280	21,34,295	12,14,120
Rapeseed	„	182,362	56,050	265,318	5,30,39,480	1,60,65,200	5,79,00,317
Teelseed	„	39,991	10,812	51,654	1,92,90,970	35,89,096	1,54,61,419
Other Sorts	„	383	680	20,071	1,99,510	2,93,092	28,27,523
Shells and Cowries	value.	.....	.....	....	1,41,760	1,55,831	1,46,480
Spices :—							
Cardamoms	cwts.	5,912	5,206	4,523	9,29,610	7,31,546	7,00,230
Chillies	„	162,154	141,014	162,752	38,60,680	33,72,885	51,18,816
Ginger	„	51,369	59,065	60,586	15,32,180	15,20,224	18,38,255
Pepper	„	56,988	84,343	106,212	27,57,300	26,73,316	31,30,071
Other Sorts	„	5,075	4,937	4,679	2,03,790	1,83,453	1,84,096
Stationery	value.	.....	.....	.....	1,36,710	1,32,030	78,973
Sugar 16 Dutch Standard and above	tons	4,296	1,402	529	37,08,300	10,73,231	3,41,580
„ 15 „ „ and below ...	„	22,875	5,721	939	76,36,060	17,70,159	2,46,969
„ Confectionery	„	34	54	20	47,810	69,977	29,092
„ Molasses including Palmyra and Cane Jaggree	„	.....	...	(*b*) 1,697	.....	.....	(*b*)3,85,569
Tallow and Stearine	cwts.	13,852	9,522	7,972	7,14,340	4,10,870	3,70,975
Tea Black	lbs.	268,839,330	345,366,068	304,808,345	12,60,44,760	17,68,73,321	21,76,93,635
„ Green	„	228,295	357,242	684,824	46,090	1,71,350	4,84,049
„ Waste for manufacture of Caffeine	„	7,197,819	4,381,006	1,679,977	11,92,970	7,95,746	2,36,103
Textiles :—							
Cotton Raw	Bales	2,438,176	2,656,119	2,910,600	55,62,46,670	45,89,08,552	59,07,16,986
	tons.	435,579	474,452	521,069			
„ Waste	cwts.	267,207	204,070	389,927	70,54,370	43,98,688	78,22,194
Kapok	„	23,875	5,402	25,503	15,41,060	1,95,631	13,03,935
Twist and Yarn	lbs.	100,736,666	80,468,648	62,658,782	12,94,88,500	7,78,78,220	6,06,12,559
„ Handkerchiefs and Shawls ...	No.	2,928,353	802,281	1,804,797	37,32,680	7,56,458	18,93,006
Cotton Piece-goods, Grey	yds.	59,258,206	26,032,873	27,197,390	2,64,28,930	1,09,51,117	1,00,42,777
„ „ „ White	„	2,077,864	981,096	1,060,546	12,64,830	5,67,854	5,11,703
„ „ „ Coloured-Printed or dyed	„	99,669,320	132,033,335	116,879,817	5,28,01,820	6,33,35,980	5,56,59,903
„ Thread	lbs.	188,885	179,559	196,507	3,11,960	2,98,255	3,30,923
„ Manufactures, other sorts ...	value.	.....	.....	.....	22,02,820	33,01,670	24,01,872

(*a*) Figures from 1st April 1920.

(*b*) Figures since 1st April 1922.

FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Flax Raw ... ... lbs.	9,408	20,424	18,928	19,160	21,832	14,085
,, Manufactures including Twist & Yarn value	.....	.....	.....	11,970	22,223	13,983
Haberdashery and Millinery ... ... ,,	.....	.....	.....	1,61,420	4,22,026	5,85,724
Hemp Raw ... ... cwts.	470,726	247,676	421,474	1,04,77,600	41,95,792	61,65,780
Jute Raw ... ... tons.	498,556	426,872	629,147	17,68,44,120	13,23,08,853	22,69,57,369
,, Twist and Yarn ... ... lbs.	10,084,708	3,507,930	2,991,853	35,40,840	9,61,538	7,50,747
,, Gunny Bags ... ... No.	514,414,149	4,089,855,727	338,320,676	24,79,19,350	14,55,99,083	14,83,38,454
,, Gunny Bags ... ... tons	461,933	359,639	316,998			
,, Gunny Cloth ... ... yds.	1,436,312,135	1,101,526,037	1,240,560,346	32,54,86,890	16,51,22,474	22,07,05,942
,, Gunny Cloth ... ... tons.	380,355	283,886	331,568			
,, Rope and Twine ... ... cwts.	72,372	51,853	64,106	20,15,600	10,29,472	11,51,896
,, Manufactures, Other Sorts ... ,,	3,920	1,744	1,686	1,16,350	1,76,511	77,658
Silk Raw ... ... lbs.	95,983	125,282	160,879	16,33,450	15 82,703	24,23,753
,, Chasam (Waste) and Cocoons ... ,,	1,138,147	911,232	1,152,130	15,36,450	11,03,496	12,53,151
,, Goods Mixed with Other Materials yds.	85,653	71,813	88,049	1,61,460	1,17,015	1,39,827
,, Piece Goods ... ... ,,	228,131	63,775	58,425	4,09,160	1,38,425	1,02,627
,, Other Sorts ... ... lbs.	2,363	796	1,984	11,450	4,359	21,000
Wool Raw ... ... ,,	28,927,958	22,791,634	51,681,408	3,03,70,790	1,80,54,724	4,19,62,922
,, Carpets and Rugs ... ... ,,	2,885,781	2,534,021	4,113,027	81,87,690	61,18,170	99,98,836
,, Manufactures Other Sorts... ... value.	.....	.....	.....	4,55,870	2,36,112	2,11,056
Tobacco :—						
Unmanufactured ... ... lbs.	28,425,330	22,539,491	19,116,119	75,18,580	61,12,376	61,77,439
Manufactured Cigars ... ... ,,	610,252	441,883	383,182	7,86,360	5,72,336	4,69,320
,, Cigarettes ... ... ,,	110,536	78,705	50,228	1,86,450	93,692	58,814
,, Other Sorts ... ... ,,	826,663	864,596	1,107,553	3,22,660	4,19,395	5,23,407

Wax of all kinds (excluding Paraffin Wax and Candles) ... ... cwts.	856	5,981	4,869	2,32,550	5,84,218	3,17,335
Wood and Timber—						
Wood, Teak ... ... cubic tons.	51,449	16,758	21,937	1,35,11,270	49,43,493	59,58,672
,, Other Timber ... ,,	7,651	3,686	3,407	9,51,610	4,24,873	3,76,314
,, ,, Ornamental Sandalwood ... tons.	377	227	449	6,60,100	4,26,824	8,07,860
,, ,, Other Sorts. ... value.	...	...	...	52,440	67,572	1,40,986
,, Firewood ... ... tons.	2,956	3,082	2,772	64,020	64,123	58,762
,, Manufactures of, excluding Furniture and Cabinetware value.	...	...	...	2,44,940	5,08,788	2,76,596
Articles exported by Post ... ... ,,	...	...	...	2,65,54,180	3,19,87,663	1,93,25,617
All other Articles ... ... ,,	...	...	...	49,56,160	48,78,715	55,42,120
Total Value Rs. ...	...	...	...	2,74,50,17,040	2,14,00,54,334	2,77,90,04,537
FOREIGN MERCHANDISE.						
Animals Living ... ... No.	78	125	172	2,19,140	1,723,20	93,877
Apparel ... ... value.	...	...	...	44,95,140	67,44,528	60,98,920
Books Printed and Printed Matter ... cwts.	1,674	2,412	3,393	3,54,160	5,34,358	7,40,344
Boots and Shoes* ... ... pairs.	48,235	41,178	18,322	3,65,850	4,83,019	1,37,601
Carriages and Carts ... ... value.	...	...	...	19,14,730	2 1,48,639	14,49,771
Chemicals and Chemical Preparations... ,,	...	...	...	6,28,490	6,65,361	6,04,990
Coal, Coke and Patent Fuel ... ... tons.	114	2,281	72,944	6,430	75,487	29,93,246
Coffee ... ... cwts.	29,905	21,361	19,109	13,66,540	9,07,106	7,33,873
Cutlery ... ... value.	...	...	...	4,98,170	6,36,595	8,15,911
Drugs and Medicines ... ... ,,	...	...	...	30,83,300	10,79,511	9,25,504
Dyeing and Tanning Substances ... ... cwts.	474	2,261	3,291	4,07,210	5,81,550	9,35,594
Earthenware and Porcelain ... ... value.	...	...	...	8,94,590	6,59,800	5,29,301
Electroplated ware ... ... ,,	...	...	...	54,370	69,747	97,370
Fish (excluding Canned Fish) ... ... cwts.	2,440	6,175	6,868	12,83,020	13,38,162	13,58,854
Fruits and Vegetables ... ... value	...	...	...	69,04,400	43,62,238	83,74,902
Furniture and Cabinetware ... ... ,,	...	...	...	3,03,110	3,61,128	2,86,192
Glass and Glassware ... ... ,,	...	...	...	18,81,750	15,89,411	11,84,032
Grain Pulse and Flour ... ... tons.	1	56	701	6,440	10,522	1,45,854
Gums and Resins ... ... cwts.	10,300	44,404	57,223	27,85,900	19,70,697	22,46,380

* Of Leather and other materials.

FOREIGN TRADE OF BRITISH INDIA—EXPORTS—(*concluded*).

ARTICLES.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Hardware ... ... value.	.....	.....	.....	32,96,730	28,24,794	24,78,718
Hides and Skins, Raw ... ... tons.	127	79	203	52,30,980	17,49,204	60,72,717
Hides and Skins (tanned or dressed) ... value.	.....	.....	.....	3,34,290	22,32,053	22,44,800
Instruments, Apparatus and Appliances and parts thereof ... ... ,,	.....	.....	.....	7,14,310	13,81,059	11,97,467
Ivory unmanufactured ... ... lbs.	164,742	153,610	141,173	9,84,390	9,96,675	9,22,170
Jewellery and Plate of Gold and Silver...value.	.....	.....	.....	4,12,160	4,66,674	4,44,348
Liquors ... ... gals.	60,429	50,304	33,289	5,37,310	6,79,180	3,09,826
Machinery and Mill Work ... ... value.	.....	.....	.....	17,78,350	18,64,985	22,68,988
Matches ... ... gross.	409,271	173,290	474,857	7,27,790	3,41,432	8,49,070
Metals and Ores ... ... tons.	6,195	8,352	9,868	54,30,440	21,24,303	21,32,480
Oils ... ... value.	.....	.....	.....	16,53,110	6,11,996	12,78,577
Paints and Colours ... ... cwts.	3,282	4,444	4,083	2,79,680	3,69,243	1,87,780
Paper and Paste board ... ... value.	.....	.....	.....	6,78,470	8,58,115	5,85,578
Precious Stones and Pearls unset ... ,,	.....	.....	.....	96,690	1,99,987	9,30,618
Provisions and Oilmanstores ... cwts.	24,146	23,793	9,872	13,56,980	16,96,548	6,27,402
Railway Plant and Rolling Stock ... value.	.....	.....	.....	29,600	85,506	88,458
Rubber, Raw and Manufactures ... ... ,,	.....	.....	.....	4,20,220	5,12,836	3,53,356
Soap ... ... cwts.	9,436	3,910	6,425	6,15,230	2,02,742	2,81,378
Spices ... ... ,,	11,604	18,243	22,278	7,92,960	12,41,799	14,05,155
Stationery ... ... value.	.....	.....	.....	5,47,590	6,32,032	4,25,720
Sugar 16 Dutch Standard and above ... tons.	77,579	28,418	61,137	6,47,44,240	1,69,32,565	2,58,67,814
,, 15 ,, ,, below ... ,,	1	20	6	260	7,444	2,286
,, Confectionery ... ... ,,	45	60	49	96,610	66,795	79,044
Tea, Black ... ... lbs.	483,897	109,662	123,294	3,93,430	78,070	91,006
,, Green ... ... ,,	13,995	7,239	32,550	18,000	7,845	39,078

Cotton Raw	tons.	828	1,344	6,879	25,86,970	24,32,008	1,26,55,243
,, Twist & Yarn	lbs.	378,467	545,836	1,192,245	9,46,610	10,48,323	19,74,118
,, Handkerchiefs and Shawls	No.	569,387	275,446	250,007	7,64,230	4,45,146	2,67,764
,, Grey Piece Goods	yards.	34,419,766	46,034,049	46,541,758	1,97,55,310	2,11,77,743	1,89,09,471
,, White ,, ,, ...	,,	8,779,718	8,393,347	7,237,177	49,99,350	40,87,644	33,96,552
,, Coloured, Printed or Dyed Piece Goods	,,	19,752,179	16,347,326	15,219,413	1,22,22,630	1,03,03,140	90,22,258
,, Fents of all descriptions ...	,,	25,275	32,162	16,741	11,560	13,710	18,214
,, Thread	lbs.	100,350	94,725	88,138	2,20 410	1,97,182	1,90,743
,, Manufactures Other Sorts ..	value.	.....	.....	.....	17,26,940	17,75,513	11,19,193
Flax Manufactures	,,	.....	.....	.....	58,270	43,348	38,360
Haberdashery and Millinery ...	,,	.. ...	.....	.....	6,20,260	9,93,224	8,14,374
Hemp Manufactures	,,	.....	.....	.. ...	8,860	5,424	2,810
Jute Manufactures	,,	.....	.....	.....	17,890	.....	3,930
Silk Raw	lbs.	119,737	39,430	49,209	658,930	3,18,047	2,19,149
,, Yarn, Noils and Warps ...	,,	15,855	34,301	91,426	26,050	3,41,489	1,44,943
,, Piece-Goods	yards.	1,101,511	870,779	305,936	21,43,270	15,20,265	5,09,814
,, Manufactures, Other Sorts	,, lbs.	80,795 12,523	149,965 9,459	32.198 4.698	2,21,700	2,93,341	75,281
Wool, Raw	,,	10,838,451	12,777,719	12,595,011	1,03,13,370	84,20,953	80,79,379
,, Manufactures	value.	.....	.....	.....	29,05,620	42,83,926	72,76,772
Tobacco—							
Unmanufactured	lbs.	617,523	611,530	128,797	5,80,450	5,63,173	1,30,750
Manufactured	,,	500,291	113,888	131,469	17,68,470	4,46,604	4,08,865
Umbrellas	Nos.	20,351	22,819	38,334	74,400	76,534	84,745
Wax of all kinds	cwts.	421	597	1,025	33,510	25,329	72,655
Wood and Timber	value.	.....	.....	.....	11,94,370	11,32,981	14,99,486
Articles re-exported by Post ...	,,	.....	.....	.....	66,03,350	43,64,820	34,26,370
All other Articles	,,	.....	.....	...	32,81,590	31,94,319	22,80,835
Total Value Rs. ..		.....	.....	.....	19,23,66,730	13,00,57,247	15,35,46,725
Grand Total Rs. ...		.....	.....	.....	2,93,73,83,770	2,27,01,11,581	2,93,25,51,262

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS.

Quantities and Value of the Principal Articles imported in the years ending 31st December 1920, 1921 and 1922.

ARTICLES.		Quantities.			Value.		
		1920.	1921.	1922.	1920.	1921.	1922.
					Rs.	Rs.	Rs.
Animals, Living	No.	1,757	2,238	2,655	18,36,280	16,97,551	21,05,845
Apparel (including Lamettas)	value.	....	....	....	1,57,28,198	89,02,612	52,16,734
Brushes and Brooms	doz.	157,460	36,955	55,204	7,41,509	4,21,608	3,75,746
Haberdashery and Millinery	value.	....	....	....	1,55,54,595	45,60,592	49,97,177
Asbestos, Manufactures	,,	....	....	....	....	....	4,56,706
Arms, Ammunition, &c.	,,	....	....	....	12,57,776	17,62,833	19,46,370
Articles imported by Post	,,	....	....	....	4,37,92,603	2,93,82,037	2,47,19,040
Books and Matters Printed	cwts.	9,033	7,838	7,762	20,78,492	24,20,688	19,97,466
Building and Engineering Materials—							
Cement	tons.	35,625	18,669	21,751	33,80,782	19,80,170	15,79,393
Bricks, Tiles, Clay and Other Sorts	value.	....	....	....	38,47,037	33,08,459	29,35,536
Buttons of all sorts	,,	....	....	....	15,46,297	13,26,121	13,92,676
Candles	lbs.	311,326	15,783	58,980	1,76,063	9,828	33,545
Cabinetware and Furniture	value.	....	....	....	21,11,180	18,84,103	9,07,919
Canes and Rattans	cwts.	30,284	29,601	27,226	2,77,983	4,03,429	4,47,207
Carriages and Parts of	value.	....	....	....	16,35,122	22,46,851	6,70,352
Coffee	cwts.	43,688	13,173	19,695	20,01,487	4,89,220	7,37,567
Clocks and Watches	No.	305,264	114,312	166,641	21,50,024	14,44,089	13,04,715
Do. parts of	value.	....	....	....	89,997	63,840	66,434

Coal, Coke and Patent Fuel	tons.	24,681	850,872	803,075	7,46,194	3,29,51,750	2,99,01,430
Cotton, Raw	cwts.	78,300	535,300	235,100	93,23,290	3,73,80,715	1,95,12,328
„ Waste	„	....	25	1,300	....	111	3,082
„ Twist and Yarn	lbs.	23,861,114	26,069,621	35,644,448	6,77,98,286	5,08,16,929	5,68,38,749
„ Grey Piece-Goods	yards.	130,622,086	118,052,893	132,350,824	6,23,06,692	4,44,60,347	4,65,84,911
„ White „	„	117,643,301	47,168,700	67,626,523	6,52,45,706	2,03,33,248	2,69,84,935
„ Coloured „	„	188,190,081	54,302,323	67,381,739	13,22,79,766	3,46,30,055	3,40,76,869
„ Fents	„	14,923,375	9,861,618	13,854,431	67,14,870	25,16,808	38,86,073
„ Shawls and Handkerchiefs ..	No.	5,645,709	704,582	1,356,575	22,47,561	6,90,299	6,14,126
„ Canvas	yards.	261,933	215,830	189,929	3,99,024	2,62,581	1,75,666
„ Hosiery	value.	....	....	....	55,35,834	19,14,324	16,86,743
„ Lace and Patent Nets	yards.	454,601	115,212	429,079	5,20,508	1,20,662	3,39,107
„ Blankets	lbs.	482,174	472,796	112,351	5,95,449	3,95,509	90,720
„ Rope	„	449,375	705,038	723,735	9,75,585	14,74,741	11,82,737
„ Thread	„	566,220	424,094	449,843	29,64,697	26,12,674	26,37,662
„ Manufactures, Other Sorts	value.	....	....	....	16,89,417	11,47,387	4,66,156
Chemical Products and Preparations ..	„	....	....	....	90,24,993	72,61,987	67,47,798
Flax-Canvas	yards.	579,358	171,208	137,575	12,69,401	4,78,833	2,11,529
„ Piece-Goods	„	362,798	102,152	379,386	3,73,538	89,986	2,86,453
„ Thread	lbs.	19,899	26,499	7,522	1,38,296	1,71,861	46,915
„ Manufactures, Other Sorts ..	value.	....	....	....	5,73,799	2,55,327	4,44,528
Jute Canvas	yards.	458,424	139,670	99,675	6,13,022	2,30,310	1,50,446
„ Manufactures, Other Sorts ..	value.	....	....	....	2,85,360	1,19,850	2,08,927
Drugs and Medicines—							
Camphor	lbs.	342,506	259,321	117,859	24,64,993	9,77,721	3,59,394
Cassia Lignia	cwts.	24,491	29,973	31,247	7,88,594	8,52,505	8,33,394
Other Sorts	value.	....	....	....	79,10,454	54,51,651	66,34,214
Opium	lbs.	10	....	2	67	....	129
Saccharine	„	45,013	24,032	41,490	5,39,867	2,43,846	1,66,496

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS—(*continued.*)

Articles.		Quantities.			Value.		
		1920.	1921.	1922.	1920.	1921.	1922.
Dyeing and Tanning Substances—					Rs.	Rs.	Rs.
Cochineal	cwts.	5,149	2,076	1,965	7,67,443	65,566	2,24,856
Cutch and Gambier	,,	939	664	1,150	34,255	21,268	32,056
Aniline	lbs.	6,298,939	4,835,107	8,108,042	1,85,28,581	2,13,97,429	2,05,68,818
Alizarine	,,	2,592,463	3,796,461	3,215,687	44,35,411	53,45,296	27,04,925
Indigo	cwts.	755	1,318	1,186	2,24,073	6,85,385	4,69,416
Saffron	lbs.	71,527	31,282	43,691	14,85,079	3,83,632	11,19,329
Other Sorts	cwts.	27,575	4,146	7,881	3,60,103	3,23,548	146,174
Earthenware and Porcelain	value.	....	....	....	3847,118	35,53,342	32,37,422
China Clay	cwts.	391,510	250,204	271,989	23,15,407	18,74,215	15,28,653
Fireworks	value.	....	....	....	9,84,705	9,35,566	7,07,344
Glass and Glassware	,,	....	....	....	1,81,58,259	1,18,01,864	1,20,37,726
Gums and Resins	cwts.	85,846	60,961	78,429	26,01,222	17,36,009	17,74,301
Hides and Skins—							
Hides	No.	126,462	8,642	35,893	13,48,857	1,28,029	2,07,805
	Tons.	9,684	980	3,186			
Skins	No.	627,959	375,203	409,296	9,26,221	4,07,819	4,31,475
	Tons.	6,881	5,900	5,289			
Instruments and Apparatus and Appliances and parts thereof—							
Electrical	value.	....	....	....	1,05,48,230	2,20,91,041	89,51,456
Photographic	,,	....	....	....	16,47,154	23,07,662	16,07,138

Scientific .. .. value.	....	....	....	15,34,707	16,04,352	8,85,592
Musical .. .. „	....	....	....	9,51,756	9,60,732	6,30,437
Surgical .. .. „	....	....	....	8,57,700	6,90,771	5,89,287
Other Sorts .. .. „	....	....	....	7,56,139	10,53,044	3,70,253
Telephone Materials for Construction and Accessories .. .. „	....	....	....	3,19,993	12,63,448	4,56,749
Typewriters and Parts of and Accessories „	....	....	....	14,15,694	7,65,789	3,65,873
Ivory, unmanufactured .. .. .. lbs.	364,841	464,660	337,801	27,21,975	38,42,139	27,09,543
„ manufactured .. .. value.	....	....	....	1,24,054	44,198	1,12,310
Jewellery and Plate of Gold and Silver .. „	....	....	....	10,96,301	7,16,022	11,80,129
Precious Stone and Pearls unset .. .. „	....	....	....	50,51,862	61,22,369	1,80,26,894
Leather Harness, Saddlery, &c. .. .. „	....	....	....	49,24,842	40,49,861	30,85,029
„ Unwrought .. .. cwts.	752	642	73	1,84,992	59,646	21,898
Beltings for Machinery (*b*) .. .. .. value.	....	....	....	54,48,606	43,41,845	42,17,325
Boots and Shoes (*b*) .. .. pairs.	379,375	64,372	70,856	44,76,172	8,10,391	5,97,081
Wines & Spirits—						
Ale, Beer and Porter .. .. .. gallons	1,252,565	1,088,183	832,593	33,51,736	36,63,562	23,44,128
Spirits—						
Brandy .. .. „	214,251	148,313	127,796	33,89,504	25,46,319	18,12,802
Whisky .. .. „	257,567	187,886	173,717	38,84,200	38,63,064	34,88,380
Spirits, Other Sorts .. .. „	525,861	332,129	244,039	40,17,027	28,90,570	24,27,673
Wines, all Sorts .. .. .. „	155,553	100,595	78,783	24,45,432	16,59,409	12,94,029
Cider and other Liquors .. .. „	5,412	4,909	3,859	34,842	27,084	26,889
Bobbins .. .. value.	....	....	....	39,71,485	74,55,490	48,48,701
Machinery and Millwork .. .. .. „	....	....	....	4,59,33,062	11,88,90,921	12,51,13,295
Matches, Safety and Other Sorts.,Gross of Boxes	7,959,850	4,996,756	5,926,481	1,00,44,799	67,53,212	85,50,322
Mats and Mattings .. .. .. square yards.	460,997	439,718	328,628	3,37,211	2,29,329	1,66,477

(*b*) Of Leather and other Materials.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS—(*continued.*)

Articles.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Metals and Ores .. .. tons.	241,841	188,125	293,539	13,45,11,845	8,93,79,583	9,98,19,280
Hardware .. .. value.	....	....	....	2,86,70,465	2,25,26,549	2,14,54,677
Cutlery .. .. ,,	....	....	....	18,54,840	8,36,919	9,44,881
Electroplatedware .. .. ,,	....	....	....	4,68,541	5,61,525	2,88,587
Sewing and Knitting Machines and Parts thereof .. .. ,,	....	....	....	21,74,424	6,17,150	8,75,376
Motor Cars and Motor Cycles and parts thereof .. .. ,,	....	....	....	4,29,01,187	1,85,54,295	94,24,217
Cycles (other than motor cycles) and Parts thereof and Accessories .. .. .. ,,	....	....	....	18,64,462	5,21,723	9,54,428
Oil Cloth and Floor Cloth .. ..square yards.	688,832	131,471	263,551	12,98,681	4.85,281	5,30,872
Oil Mineral—Kerosine .. .. ..gallon.	16,175,008	13,092,609	13,551,444	1,25,81,798	94,77,704	91,60,051
,, ,, Fuel .. .. ,,	19,479,406	24,982,471	36,673,217	29,29,142	44,75,266	79,78,173
,, ,, Lubricating .. .. .. ,,	3,846,884	3,547,922	2,786,028	72,54,281	74,53,006	50,07,827
,, ,, Other sorts .. .. .. ,,	201,343	363,067	322,258	4,02,025	8,38,615	4,86,735
,, All Sorts except Mineral .. .. ,,	227,630	182,854	217,346	16,93,529	11,18,912	10,53,723
Paraffin Wax .. .. tons.	20	34	115	2,950	32,562	63,871
Packing, Engine and Boiler, of all kinds .. value.	....	....	....	1,22,632	84,814	55,726
Paints and Colours (excluding Painters Materials) .. .. cwts.	13,637	84,664	105,191	51,78,978	39,98,318	41,34,106

Painters Materials	value.	....	....	....	14,68,728	11,20,567	10,51,069
Coal Tar & Pitch	cwts.	74,661	55,970	56,424	4,93,081	5,33,511	4,10,274
Paper and Pasteboard	value.	....	....	....	2,54,86,615	1,19,13,213	1,05,35,946
Perfumery	„	....	....	....	1,76,627	1,16,280	1,24,219
Polishes	„	....	....	....	13,36,246	5,68,054	7,95,940
Provisions and Oilmanstores	„	....	....	....	1,08,90,010	82,40,708	69,24,374
Dry Fish (excluding Canned Fish) ..	cwts.	44,741	54,555	44,973	4,99,452	4,98,795	4,73,820
Fodder, Bran, Cattle Food (excluding Oil Cakes)	„	13,373	7,752	5,559	44,663	25,842	16,440
Fruits and Vegetables (Dry)—							
Almonds	„	76,724	86,700	111,180	37 99,832	40,24,447	45,03,766
Dates	„	672,264	606,200	652,522	79,89,575	66,25,416	70,17,774
Other Sorts	„	58,052	35,880	57,851	10,04,306	5,59,424	12,44,458
Fruits and Vegetables (Fresh)	value.	....	....	....	2,93,537	2,04,168	2,00,414
Wheat	cwts.	....	(a)1,036,480	(b)914,840	....	1,19,64,462	93,49,843
Rice not in the husk	„	923	1,040	6,609	16,380	25,638	89,210
Pulse	„	44,018	35,930	141,979	6,29,538	4,67,126	9,97,842
Rubber, Raw	lbs.	1,440	5,638	5	1,089	2,238	10
„ Tyres and Tubes	No.	229,217	111,605	144,410	63,36,565	42,95,297	56,79,435
„ Other Manufactures	value.	....	....	....	52,45,202	16,64,139	23,98,972
Railway Plant and Rolling Stock	„	....	....	....	3,31,56,196	5,88,19,563	4,60,74,519
Seeds—Copra	cwts.	97,486	56,740	940	20,32,705	12,64,358	17,906
Silk, Raw	lbs.	1,555,116	1,283,964	1,447,012	1,19,06,670	1,02,26,677	1,12,79,850
„ Waste	„	112,098	149,715	91,231	3,05,813	2,86,061	1,39,517
„ Yarn, Noils and Warps	„	655,153	578,945	754,152	68,96,180	49,59,240	53,67,025
„ Piece goods (including Silk mixed with other Materials)	yards.	20,013,467	14,384,241	10,095,187	4,15,21,609	2,57,38,015	1,70,82,291
„ Manufactures, Other Sorts	value.	....	....	....	5,25,068	3,31,253	2,19,750

(a) Of which 1,09,960 cwts. were imported from United States America, the remainder being imported from Australia.
(b) Of which 8,09,680 cwts. were imported from Australia.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—IMPORTS—(*concluded.*)

Articles.		Quantities.			Value.		
		1920.	1921.	1922.	1920.	1921.	1922.
					Rs.	Rs.	Rs.
Artificial Silk—							
Artificial Silk Yarn	lbs.	96,099	57,798	125,566	8,14,387	3,79,106	7,59,995
Piece-goods of cotton and artificial silk	..yards.	4,909,086	548,639	668,409	64,79,949	11,08,649	8,49,690
Soap	.. cwts.	147,525	112,332	147,201	55,39,627	38,99,978	56,13,742
Spices—							
Betelnuts	,,	68,294	65,499	131,020	9,18,898	7,68,457	16,80,330
Cloves	,,	38,261	72,487	72,796	25,31,180	46,16,800	47,35,463
Nutmegs	,,	5,194	6,137	4,306	1,84,718	1,81,270	1,65,279
Pepper	,,	2,149	1,690	2,641	1,30,377	94,927	1,24,179
Cardamoms	,,	635	1,459	1,633	62,378	1,20,319	2,14,329
Ginger	,,	946	452	5,006	22,874	13,834	1,34,521
Chillies	,,	46	70	140	1,200	1,529	2,380
Other Sorts	,,	1,921	2,053	1,576	1,11,903	1,03,215	92,640
Smokers' requisites	..value.	....	....	....	2,77,588	1,29,553	1,80,005
Stone and marble	.. cwts.	114,988	54,220	45,260	5,76,630	3,53,680	4,47,995
Starch and Farina	,,	117,354	94,870	157,274	20,64,585	14,63,449	22,41,843
Sugar 16 Dutch Standard and above ..	,,	2,567,149	2,606,140	3,071,660	9,59,52,825	5,94,24,957	5,26,29,439
Sugar 15 Dutch Standard and below ..	,,	114	981	693	1,100	15,836	9,104
Molasses	,,	66,280	8	8,120	3,70,873	43	26,772

Confectionery	cwts.	10,110	2,420	4,580	11,98,025	4,73,750	7,22,494
Stationery	value.	....	....	....	81,11,654	57,66,019	43,17,277
Tallow and Stearine	cwts	69,417	47,598	55,549	37,23,953	21,41,256	19,93,507.
Toys and Requisites for games ..	value.	....	....	....	28,93,637	16,74,903	22,24,303
Toilet Requisites	,,	....	....	....	19.05,190	8,28,580	18,77,601
Tea, Black and Green	lbs.	4,002,544	3,801,488	5,772,609	29,61,964	31,09,735	48,66,729
Tobacco—Manufactured	,,	1,626,669	683,602	933,464	70,68,715	34,97,080	46,67,259
,, Unmanufactured	,,	575,696	516,260	165,050	7,97,688	4,83,612	1,78,408
Umbrellas	No.	130,063	151,231	17,811	5,10,173	7,90,319	90,272
Umbrella Fittings	value.	....	....	....	5,41,937	4,65,687	4,88,485
Wax, all sorts other than Parafin Wax ..	cwts.	1,543	1,602	2,816	92,057	93,129	1,77,469
Wool, Raw, ...	lbs.	684,820	467,469	1,126,005	4,67,758	2,32,179	6,70,629
,, Piece-Goods	yards.	6,448,985	1,761,990	1,039,144	2,70,41,128	74,25,756	35,23,338
,, Yarn and Knitting	lbs.	57,821	107,927	77,475	5,25,132	7,30,667	3,98,398
,, Carpets and Rugs	,,	344,026	204,816	196,619	13,69,315	9,41,271	6,57,357
,, Manufactures, Other Sorts ..	value.	....	....	....	11,70,159	6,93,169	7,03,545
Wood—Deal and Pine	cubic tons.	7,442	4,787	6,378	14,27,990	7,86,137	7,30,180
,, Teak	,,	27,738	28,094	16,138	53,81,648	48,61,554	26,01,120
,, Other Timber	,,	11,095	5,361	3,908	16,66,266	6,18,364	4,77,721
,, Other sorts and Manufactures of wood	value.	....	....	....	6,77,060	6,48,896	5,82,812
All Other Articles	,,	....	....	....	88,81,184	89,13,675	76,04,505
Total Value Rs. ..		....	....	....	1,25,74,36,079	99,07,94,800	93,56,80,244

FOREIGN TRADE OF THE BOMBAY PRESIDENCY.—EXPORTS.

Quantities and Value of the principal articles exported in the years ending 31st December 1920, 1921 and 1922.

Articles.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
Indian Produce and Manufacture.				Rs.	Rs.	Rs.
Apparel .. .. value.	....	....	....	3,21,405	10,14,509	12,18,565
Animals, living .. .. No.	913	314	375	1,72,650	47,300	13,613
Articles of Food and Drink other than Grain, Pulse and Flour—						
Coffee .. .. cwts.	12,126	20,205	5,194	7,95,477	11,23,408	3,26,119
Fish (excluding Canned Fish) .. ,,	9,695	9,452	8,142	8,68,908	5,16,278	6,57,336
Fruits and Vegetables (Dry) .. ,,	26,041	44,035	—35,193	6,84,665	5,95,301	3,67,618
,, (Fresh) .. .. value.	....	....	....	2,35,090	3,94,818	7,55,427
Provisions and Oilmanstores—						
Butter .. .. cwts.	2,229	4,745	4,492	3,43,089	6,57,290	6,00,574
Ghi .. .. ,,	15,087	17,041	4,735	13,05,033	15,10,796	5,01,048
Condiments and Chutney .. .. ,,	14,146	9,993	16,428	3,89,155	3,96,843	5,57,159
Other Sorts .. .. ,,	4,456	3,150	4,726	1,63,486	1,50,980	1,78,441
Spices :—						
Betelnuts .. .. ,,	2,608	2,829	2,684	1,02,193	1,26,750	1,29,423
Cardamoms .. .. ,,	3,560	4,439	3,399	5,05,531	6,29,542	5,26,498
Chillies .. .. ,,	11,377	7,794	17,740	3,69,871	2,68,582	6,27,358
Ginger .. .. ,,	33,709	45,419	24,691	10,06,668	12,09,566	7,94,657
Pepper .. .. ,,	31,697	14,343	16,428	16,68,297	6,50,357	7,34,937

Other Sorts	cwts.	183	143	183	12,441	4,289	5,837
Sugar, 16 Dutch standard and above ..	tons.	1,135	670	444	9,59,035	5,16,717	3,05,955
Sugar 15 ,, ,, and below ..	,,	193	455	41	1,09,133	2,21,006	24,074
Molasses	,,	....	....	43	....	....	30,304
Confectionery	,,	35	36	14	36,559	77,399	9,824
Tea (Black and Green)	lbs.	4,699,462	2,476,162	2,946,500	38,11,762	17,28,062	23,35,431
Liquors	gallons.	....	413	....	....	2,059	....
Hardware	value.	....	....	....	4,39,512	4,02,635	3,09,205
Articles exported by Post	,,	....	....	....	93,46,515	94,40,811	95,49,945
Bristles	cwts.	1,045	382	1,159	5,42,986	1,61,366	6,41,399
Coir, manufactured and unmanufactured (excluding Ropes)	tons.	708	355	225	2,62,787	1,07,764	1,01,645
Candles	lbs.	553,222	241,071	256,254	2,96,446	1,26,962	1,32,057
Cotton—Raw	cwts.	‡6,830,807	†7,855,100	§8,227,100	43,92,58,05	38,68,00,337	46,88,58,174
,, Waste	,,	266,329	207,719	383,341	70,32,346	43,91,087	77,34,777
,, Kapok	,,	4,182	3,154	11,665	2,40,741	1,15,365	4,75,560
,, Twist and Yarn	lbs.	91,694,615	77,800,966	61,436,995	11,55,08,802	7,53,23,623	5,91,94,461
,, Hosiery	value.	....	....	....	97,972	1,50,989	1,36,760
,, Thread	lbs.	186,885	178,308	193,381	3,08,995	2,94,348	3,24,995
,, Handkerchiefs and Shawls ..	No.	290,983	316,019	281,183	2,97,993	2,79,398	2,47,727
,, Grey Piece-Goods	yards.	57,945,896	26,603,990	26,654,868	2,57,61,113	1,07,24,832	97,65,532
,, White ,, ...	,,	1,552,756	586,036	624,319	9,18,017	3,19,204	2,70,000
,, Coloured ,, ...	,,	68,462,880	99,978,716	82,474,209	3,23,64,586	4,16,21,599	3,40,15,690
,, Manufactures, Other Sorts ..	value.	....	....	....	18,76,842	30,10,149	21,32,782
Chemicals—Saltpetre	cwts.	22,634	854	2,592	3,93,731	25,330	84,444
,, Other Sorts	value.	....	....	....	56,645	39,664	58,848
Drugs and Medicines	,,	....	....	....	5,99,332	3,41,972	4,41,487
Dyeing and Tanning Substances—							
Myrabollams	cwts.	522,731	526,647	663,181	29,02,078	24,14,834	30,89,852
Indigo	,,	1,827	956	689	9,35,379	3,78,280	2,62,718
Turmeric	,,	25,232	16,542	15,491	6,13,072	4,66,898	4,33,635
Other Sorts	,,	4,247	894	2,891	67,887	36,800	86,201

‡ Or 1,912,010 Bales of 400 lbs. † Or 2,199,348 Bales of 400 lbs. § Or 2,303,696 Bales of 400 lbs.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—EXPORTS—(*continued*).

Articles.		Quantities.			Value.		
		1920.	1921.	1922.	1920.	1921.	1922.
					Rs.	Rs.	Rs.
Grain, Pulse and Flour—							
Barley	tons.	3,186	6,198	1,631	8,13,369	16,93,800	3,35,507
Gram	,,	932	691	647	2,39,449	1,94,869	1,74,184
Joowar	,,	5,717	1,623	6,100	14,07,629	3,25,848	11,54,860
Lentils	,,	1,284	1,038	3,369	3,85,563	3,09,549	7,11,294
Maize	,,	110	6	208	19,459	1,130	23,758
Pulse, other sorts	,,	339	366	1,262	95,935	1,11,963	3,37,820
Rice, not in the husk	,,	38,273	3,315	18,096	1,01,86,469	8,48,581	42,42,598
,, Ground and Rice Flour	,,	5,398	....	4	13,85,757	....	908
Wheat	,,	1,770	1,679	834	5,74,351	5,43,713	2,68,957
Wheat Flour	,,	35,642	32,678	23,049	1,14,94,018	1,03,12,274	74,91,267
Beans	,,	57	22	1,146	9,653	3,733	1,66,830
Oats	,,	100	12	54	23,573	1,652	11,020
Other Sorts	,,	4,781	524	235	9,68,108	1,27,588	60,754
Fodder, Bran and Pollards	,,	4,543	2,130	2,423	4,60,534	3,27,348	2,84,150
Gums and Resins	cwts.	27,590	7,647	16,475	10,12,005	2,72,010	5,00,040
Hemp (Raw)	,,	133,107	44,982	109,202	39,45,058	10,38,083	18,79,406
Hides and Skins—							
Hides	No.	385,506	206,268	411,208	54,85,240	29,47,370	49,56,957
	=tons.	1,509	791	1,547			
Skins	No	4,247,294	3,067,601	5,053,278	1,61,83,255	62,78,571	1,07,18,841
	=tons.	5,519	4,014	7,452			

Horn Tips and pieces of Horn and Horn-meal .. .. cwts.	11,215	6,413	5,350	3,31,888	1,14,854	1,09,432
Mica .. .. ,,	1,926	550	179	2,27,467	79,250	42,150
Manures (Bones and other kinds) .. .. tons.	12,061	7,464	13,791	13,24,435	7,73,931	15,30,678
Metals and Ores—						
Manganese ore .. .. ,,	377,148	271,826	389,442	76,38,269	66,89,781	84,87,132
Ores, Other Sorts .. .. .. ,,	836	5,179	1,807	26,449	1,07,904	35,950
Metals .. .. ,,	731	850	658	12,82,646	10,99,539	10,42,353
Oils :—						
Teelseed .. .. gallons.	91,977	94,477	81,848	3,01,093	2,37,813	1,99,343
Cocoanut .. .. ,,	74,732	16,005	15,873	2,42,177	54,555	47,137
Castor .. .. ,,	37,355	2,184	976	1,22,927	8,434	3,409
Groundnut .. .. ,,	30,199	20,065	7,465	1,14,401	73,303	24,339
Linseed .. .. ,,	225,747	4,624	1,884	10,63,126	17,727	7,350
Sandalwood .. .. lbs.	174,449	36,045	71,715	43,94,665	7,94,805	14,26,186
Other Sorts .. .. .. gallons.	109,042	27,630	16,840	7,97,265	5,92,903	6,99,743
Oil Cakes .. .. tons.	12,378	11,239	13,828	19,83,264	16,99,448	21,83,274
Paraffin Wax .. .. ,,	1	16	....	1,000	1,250	900
Tobacco unmanufactured .. .. .. lbs.	5,803,784	5,451,640	3,928,973	22,26,735	23,93,217	19,14,438
Do. manufactured .. .. .. ,,	172,249	108,872	32,956	2,60,989	1,45,626	61,441
Seeds						
Linseed .. .. tons.	77,430	23,006	117,658	2,55,78,090	63,46,451	3,17,54,826
Cotton .. .. ,,	122,671	49,823	142,154	1,29,86,695	59,54,007	1,53,45,141
Rape .. .. ,,	36,968	8,255	23,592	1,04,66,848	21,59,610	58,51,938
Gingelly .. .. ,,	38,571	9,073	38,898	1,87,51,669	29,90,334	1,18,83,116
Poppy .. .. ,,	3,299	4,445	3,917	12,94,644	14,23,313	11,81,626
Groundnut .. .. ,,	21,509	12,326	38,672	85,60,666	38,85,983	1,08,10,969
Castor .. .. ,,	12,251	24,230	59,574	28,54,918	50,48,430	1,26,45,327
Mowra .. .. ,,	3,549	2,446	18,464	6,09,637	4,10,528	27,00,645
Mustard .. .. ,,	1,140	462	2,425	4,66,916	1,59,608	7,45,288
Niger .. .. ,,	35	179	498	10,395	50,315	1,30,578

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—EXPORTS—(*continued.*)

Articles	Quantities.			Value.		
	1920	1921	1922	1920	1921	1922
				Rs.	Rs.	Rs.
Essential .. .. tons	2,064	3,109	6,222	10,74,383	13,13,283	29,30,641
Other Sorts .. .. ,,	254	263	15,032	70,880	74,292	19,41,452
Copra or Cocoanut Kernel .. .. .. ,,	188	165	125	1,25,826	1,17,226	86,364
Silk, Raw .. .. lbs.	172,471	150,168	218,754	3,32,171	3,93,542	5,11,961
,, Piece-Goods .. .. yds.	77,601	64,033	86,891	1,50,505	1,21,580	1,37,706
Tallow .. .. cwts.	7,838	5,217	2,743	3,76,490	2,13,658	1,06,660
Wool, Raw .. .. lbs.	14,330,625	13,632,689	26,609,116	1,76,05,853	1,05,95,049	2,42,61,490
,, Shawls .. .. No.	141	822	136	1,372	9,280	1,695
,, Carpets and Rugs .. .. .. lbs.	744,918	604,748	1,051,672	27,38,414	24,12,159	43,30,946
,, Manufactures Other Sorts .. .. value	....	....	....	3,40,061	1,96,231	1,18,456
All other articles .. .. ,,	....	....	....	81,91,825	70,24,401	49,68,057
Total Value Rs. ..	....	....	....	84,35,69,359	63,99,37,801	79,23,77,380
FOREIGN Merchandise.						
Animals Living .. .. No.	75	109	159	2,01,940	1,19,345	78,617
Apparel .. .. value	....	....	....	27,68,008	35,68,186	51,05,323
Cotton—Raw .. .. tons.	826	*1,334	†6,225	25,86,968	24,32,008	1,20,00,108
,, Twist and yarn .. .. .. lbs.	342,126	330,475	1,139,635	8,82,275	6,64,145	19,02,861
,, Grey Piece-Goods .. .. .. yards	31,602,788	43,915,164	45,901,176	1,81,30,919	2,01,38,645	1,85,60,329
,, White ,, ... ,,	7,274,465	6,505,408	58,58,862	41,47,412	32,31,640	27,65,112
,, Coloured ,, ... ,,	13,827,942	11,786,934	11,682,652	91,80,525	77,71,645	68,94,368
,, Fents .. .. ,,	24,765	29,981	15,331	11,248	11,650	17,814

Cotton Shawls and Handkerchiefs ..	No.	566,464	272,840	207,163	7,69,965	4,59,924	2,60,355
,, Hosiery	value.	....	....	....	10,48,310	12,17,357	7,59,494
,, Thread	lbs.	97,651	93,912	82,653	2,14,901	1,93,485	1,73,925
,, Manufactures, Other Sorts ..	value.	....	....	....	6,01,845	3,54,105	2,82,421
Articles of Food and Drink other than Grain, Pulse and Flour—							
Fish (excluding Canned fish) ..	cwts.	5,881	6,453	6,584	12,79,138	13,34,452	13,97,531
Fruits and Vegetables, Dry—							
Dates	tons.	2,099	2,866	405	6,18,105	7,96,478	1,26,120
Other Sorts	,,	5,248	2,611	4,683	46,16,491	28,93,696	50,72,993
Fruits and Vegetables, fresh	value.	....	....	....	1,866	180	600
Provisions and Oilmanstores	cwts.	19,959	20,778	8,245	10,79,389	14,11,774	5,14,776
Sugar, 16 Dutch Standard and above	tons.	41,255	18,277	39,302	3,38,03,955	1,11,54,050	1,65,42,755
Sugar, 15 ,, ,, ,, below ..	,,	....	21	6	....	7,444	2,286
Confectionery	,,	44	23	25	66,099	41,069	24,557
Spices:—							
Cloves	cwts.	10,637	17,424	20,861	7,24,313	11,93,660	13,14,328
Betelnuts	,,	48	17	50	1,640	302	4,182
Cardamoms	,,	77	176	332	1,556	17,776	53,980
Pepper	,,	....	28	124	25	1,571	5,693
Ginger	,,	13	3	80	555	61	2,412
Nutmegs	,,	474	495	257	29,298	22,460	12,330
Other Sorts	,,	144	97	102	15,021	4,077	3,022
Tea, Black and Green	lbs.	424,186	114,850	131,476	2,59,892	84,541	1,15,640
Liquors:—Ale, Beer and Porter ..	gallons.	37,285	25,134	16,983	1,28,959	95,470	58,033
Do. Spirits	,,	8,045	15,102	6,007	2,46,440	4,19,427	1,27,186
Do. Wines	,,	3,536	4,064	1,738	64,795	95,704	41,492
Do. Cider and other Liquors ..	,,	90	56	75	492	358	584
Chemicals	value.	....	....	....	5,18,672	4,94,729	5,25,897
Drugs and Medicines	,,	....	....	....	23,94,017	9,10,305	8,20,266
Glass and Glassware	,,	....	....	....	18,14,456	15,03,188	11,10,054
Gums and Resins	cwts.	48,501	44,391	57,012	27,72,587	19,61,554	22,31,410
Hardware	value.	....	....	....	25,79,246	20,32,117	14,15,161
Haberdashery and Millinery	,,	....	....	....	5,39,667	8,45,668	6,90,733

*or 7,536 Bales.

†or 33,919 Bales.

FOREIGN TRADE OF THE BOMBAY PRESIDENCY—EXPORTS—(*concluded*).

Articles.	Quantities.			Value.		
	1920.	1921.	1922.	1920.	1921.	1922.
				Rs.	Rs.	Rs.
Ivory, unmanufactured .. .. .. lbs.	164,742	153,610	114,942	9,84,394	10,06,575	7,33,798
Oils .. ..gallons	919,243	759,988	4,566,270	4,31,216	5,24,768	10,88,659
Machinery and Millwork .. .. value.	....	....	....	11,98,416	10,22,006	9,49,090
Matches .. .. .. gross of boxes.	319,325	166,225	471,902	5,44,748	3,30,570	8,43,065
Papers and Pasteboard .. .. .. value.	....	....	....	6,20,096	8,19,920	5,46,548
Metals and Ores .. .. tons.	4,091	7,518	9,199	40,32,726	1,626,985	18,15,162
Stationery .. .. value.	....	....	....	4,97,426	5,36,442	3,62,699
Silk, Raw .. .. lbs.	118,496	39,189	19,475	6,49,791	3,15,837	1,51,539
,, Yarn, Noils and Warps .. .. ,,	15,855	34,239	91,426	96,050	3,41,089	1,44,943
,, Piece-Goods (including Silk mixed with other materials) .. .. yards	806,012	869,555	505,274	20,93,627	15,53,834	5,34,129
Tobacco, Unmanufactured .. .. .. lbs.	617,523	611,530	126,825	5,80,447	5,63,173	1,24,296
,, Manufactured .. .. .. ,,	202,402	66,388	53,658	7,42,472	3,17,981	2,26,606
Umbrellas .. .. No.	19,641	20,850	17,862	72,035	73,065	68,658
Wool, Raw .. .. lbs.	31,696	16,520	22,512	26,630	11,175	12,546
,, Piece-Goods .. .. yds.	242,450	180,929	158,300	11,61,762	9,48,832	7,49,506
,, Shawls .. .. No.	1,534	6,229	11,973	22,213	32,978	62,530
Articles re-exported by Post .. .. value.	....	....	....	25,78,504	26,68,939	9,52,855
All other articles .. .. ,,	....	....	....	1,63,99,459	1,43 13,561	2,15,58,693
Total Value Rs. ..	....	....	....	12,67,62,402	9 44,91,976	11,19,25,750
Grand Total Rs. ..	....	....	....	97,03,31,761	73,44,29,777	90,43,03,130

Exports of Indian Manufactured Yarns by Sea and Rail from Bombay (Converted into Bales of 400 lbs. each) since 1895.

1st January to 31st December.	To China.	To Japan.	Total to China and Japan.	Total to other Ports.	Total Exports by Sea.	Total Exports by Rail.*	Total Exports by Sea and Rail.
1895	374,119	2,515	376,634	104,871	481,505	7,443	488,948
1896	471,023	2,467	473,490	99,877	573,367	6,274	579,641
1897	361,221	645	361,866	91,095	452,961	5,822	458,783
1898	437,645	475	438,120	108,691	546,811	7,100	553,911
1899	579,619	250	579,869	94,029	673,898	4,408	678,306
1900	253,331	100	253,431	87,998	341,429	5,480	346,909
1901	536,195	.....	536,195	99,599	635,794	6,670	642,464
1902	555,487	.....	555,487	111,259	666,746	7,427	674,173
1903	604,044	.....	604,044	113,256	717,300	8,348	725,648
1904	460,316	3	460,319	113,381	573,700	9,789	583,489
1905	651,870	.....	651,870	91,603	743,473	8,099	751,572
1906	596,926	500	597.426	99,628	697,054	15,417	712,471
1907	412,127	200	412,327	190,387	602,714	19,218	621,932
1908	441,899	.....	441,899	144,312	586,211	18,334	604,545
1909	510,746	.....	510,746	120,406	631,152	19,302	650,454
1910	424,893	.....	424,893	130,506	555,399	19,103	574,502
1911	275,087	.....	275,087	121,369	396,456	18,927	415,383
1912	433,989	.....	433,989	137,910	571,899	13,400	585,299
1913	405,359	.....	405,359	107,661	513,020	15,011	528,031
1914	324,586	.....	324,586	108,346	432,932	30,957	463,889
1915	358,777	.....	358,777	107,687	466,464	44,192	510,656
1916	303,692	.....	303,692	102,876	406,568	37,846	444,414
1917	286,365	107	286,472	81,446	367,918	48,202	416,121
1918	108,568	.....	108,568	80,429	188,997	87,115	276,112
1919	270,058	389	270,447	96,633	367,080	47,980	415,060
1920	175,688	.....	175,688	107,692	283,380	119,436	402,816
1921	152,911	10	152,921	157,854	310,775	153,575	464,350
1922	118,970	.....	118,970	143,837	262,807	167,543	430,350

*Compiled from Returns received from the Railway Companies.

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.

Quantities and Value of the Principal Articles imported in the Official Years 1919-1920 *to* 1921-1922.

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Animals, Living ... ... No.	1,890	2,531	1,780	1,36,397	4,26,634	14,68,669
Apparel—(excluding Hosiery, Boots and Shoes)—						
Apparel including Drapery, Uniforms and accoutrements ... ...value.	...	...	.....	86,42,940	1,03,16,520	39,45,846
Gold and Silver Thread... ... ... ,,	... ...	... ..	... .	12,63,780	29,45,597	13,67,957
Hats, Caps Bonnetts-Hatter's ware ... ,,	.....	... ..	...	5,36,288	22,98,113	4,99,426
Lamettas ... ... lbs.	61,300	113,932	138,369	2,06,367	4,77,618	4,81,980
Second Hand Clothing .. ..value.	.....	... ...	.....	52,052	1,05,896	26,797
Water-proofed do. ... ... ,,	... ...	...	.....	51,748	70,151	1,33,632
Arms, Ammunition and Military Stores—						
Dynamite and other Explosives ... ,,	...	... ..	... .	2,11,644	2,93,524	3,72,462
Arms, Ammunition and Military Stores other than Dynamite and other Explosives value.	.....	.....	.. ...	4,75,235	13,66,031	12,93,214
Asbestos—						
Raw .. .. cwts.	19	4	6	845	613	775
Manufactured except Packing ... ...value.	.....	.....	.....	1,44,464	.....	.....
Asbestos Packing ... ... ,,	.....	... ...	.....	.....	2,29,129	77,696
Other Sorts ... ... ,,	.....	...	.....	.....	6,19,883	3,98,322
Belting for Machinery—						
of Cotton ... ... ,,	... ...	...	.....	15,30,918	4,52,725	2,60,752

of Leather ... ... value	.....	.....	.....	1,59,976	41,68,471	34,89,022
of Other Materials ... ... ,,	.....	.....	.....	3,70,697	10,46,922	6,37,204
Bobbins ... ... ,,	.....	.....	.....	33,78,110	50,57,643	70,77,098
Books printed and printed matter (including Maps and Charts) ... ... cwts.	8,659	9,232	7,363	17,89,322	24,39,912	21,86,308
Boots and Shoes ... ... pairs.	196,517	347,058	47,965	14,23,473	45,47,726	4,75,166
Brushes and Brooms ... ... dozs.	187,072	1,13,416	32,900	4,85,067	7,84,907	3,23,357
Building and Engineering Materials—						
Asphalt ... ... tons.	50	1,338	2,447	6,273	1,58,719	4,52,546
Bricks other than Fire Bricks ... ... No.	15,400	390,886	187,950	3,530	1,01,247	43,877
Fire Bricks ... ... ,,	329,380	1,082,775	685,065	63,833	2,45,312	2,43,222
Cement ... ... tons	21,167	26,692	24,873	20,41,172	27,96,066	26,09,695
Tiles ... ... No.	7,816,487	23,716,071	10,439,313	12,80,585	38,53,231	15,96,400
Clay ... ... cwts.	26,056	22,991	26,257	68,507	80,729	1,02,553
Other Sorts ... ...value.	.....	.....	.....	85,622	1,94,864	1,83,093
Buttons of all Sorts ... ... ,,	.....	.....	.....	9,47,565	16,18,121	12,22,556
Candles of all Kinds ... ... lbs.	147,795	209,326	22,365	97,750	1,16,755	13,944
Canes and Rattans ... ... cwts.	21,946	29,573	33,187	2,73,846	3,71,179	4,92,056
Carriages and Carts and Parts thereof ...value.	.....	.....	.....	9,48,617	21,05,279	18,91,890
Chemicals and Chemical preparations :—						
Acids ... ... cwts.	4,620	11,938	4,316	3,68,094	7,98,721	2,27,515
Alum ... ... ,,	29,813	32,985	30,737	2,58,500	4,42,564	3,84,700
Aluminous Sulphates ... ... ,,	2,292	6,078	8,753	32,486	79,850	1,08,052
Ammonia and Salts thereof Anhydrous ,,	738	263	793	95,209	41,669	1,26,267
Do. do. Other Sorts ,,	8,073	7,744	3,364	4,14,848	3,61,119	1,43,943
Bleaching Materials Bleaching Powder ,,	15,260	25,412	21,561	1,96,498	5,49,215	3,97,157
Do. do. Other Sorts ,,	1,070	1,563	1,058	25,493	35,536	18,187
Disinfectants ... ... ,,	8,024	8,144	5,394	2,49,650	3,02,655	2,41,566
Magnesium Compounds—Chloride ... ,,	17,362	54,279	43,448	2,30,442	7,48,150	4,11,869
Do. do. Other Sorts ... ,,	4,499	5,978	7,890	40,849	61,401	62,417

FOREIGN TRADE OF THE PORT OF BOMBAY.—IMPORTS.—(*continued.*)

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Soda Compounds—Bicarbonate ... cwts.	22,594	23,641	32,304	1,43,504	1,92,681	2,82,625
Do. Caustic ... ... ,,	27,174	15,754	12,457	4,60,739	3,58,777	2,68,969
Do. Sodium Carbonate. ,,	90,938	140,703	93,352	3,36,071	7,26,625	5,59,900
Do. Borax ... ... ,,	1,566	5,932	1,860	23,280	1,69,791	60,141
Do Other Sorts ... ,,	15,124	37,080	26,073	2,33,000	15,23,709	5,64,805
Sulphur—(Brimstone) ... ... ,,	36,664	30,186	27,036	3,67,775	3,26,887	2,69,187
Zinc Compounds—Chloride ... ... ,,	5,895	14,664	17,464	1,19,716	5,00,762	4,69,750
Do. Other Sorts ... ,,	134	414	498	5,389	31,452	15,997
Other Sorts of Chemicals ... ... ,,	.....	.....	.....	13,76,928	22,26,323	17,62,127
China Clay ... ... ,,	121,840	372,675	275,548	6,17,223	23,33,188	19,81,873
Clocks and Watches ... ... No.	137,331	299,575	138,186	7,50,615	24,54,292	16,43,600
Clocks and Watches, parts of ... .. value.	... ..	.....	.....	97,842	93,677	60,535
Coal ... ... tons.	24,252	43,095	1,116,198	8,03,269	14,09,670	4,31,24,142
Coke ... ... ,,	... ...	188	5,034	...	19,400	3,03,872
Coffee ... ... cwts.	33,053	28,395	16,872	16,62,964	12,27,008	6,08,095
Coir Manufactured and unmanufactured cordage and Rope of Vegetable Fibre (excluding Jute and Cotton) ... ... cwts	tons. 151	93	152	22,201	13,258	1,04,877
	8,246	6,729	5,821	7,63,669	7,59,896	5,54,749
Cork Manufactures... ... ... ,,	1,611	1,833	725	1,80,988	2,34,110	88,442
Cutlery ... ...value.	.....	.....	.....	13,25,721	18,50,593	7,01,282

Cycles (other than motor cycles) and parts thereof and accessories ... ...value.	.....	.....	.....	7,07,777	17,45,879	5,10,444
Drugs and Medicines (excluding Chemicals and Narcotics): —						
Aloes ... ... cwts.	753	2,329	431	33,213	77,090	10,771
Assafoetida ... ... „	3,348	5,580	5,938	3,07,420	3,79,009	4,11,653
Camphor ... ... lbs.	273,203	252,707	215,312	16,79,430	16,10,883	8,11,224
Cassia Lignia ... ... cwts.	34,372	23,683	26,266	11,62,171	7,18,638	7,39,689
Proprietary and Patent Medicines ...value.	....	.....	.....	19,11,060	17,70,929	12,42,151
Quinine salts—Quinine Sulphate or Bisulphate ... ... lbs.	15,795	21,385	16,903	3,89,866	6,45,600	7,90,952
Quinine salts—Quinine Hydrochloride „	779	1,671	788	24,251	51,031	39,813
„ Other Sorts ... ... „	2,779	5,779	3,446	52,010	1,34,389	1,00,546
Other Sorts ... ...value.	.....	.....	.....	40,52,882	42,28,216	35,16,298
Dyeing and Tanning Substances—						
Aniline ... ... lbs.	3,814,085	6,055 860	5,119,267	1,06,32,125	2,22,95,451	2,01,38,088
Alizarine ... ... „	1,260,980	2,946,363	3,897,814	12,97,392	54,81,332	47,86,497
Cutch and Gambier ... ... cwts.	1,022	743	1,026	34,920	26,708	30,464
Cochineal ... ... „	2,293	3,622	718	3,28,797	6,39,898	1,02,341
Saffron ... ... lbs.	97,846	49,755	40,193	25,13,700	9,28,607	7,64,689
Indigo, Synthetic ... ... cwts.	127	1,313	1,040	23,679	5,61,129	4,77,575
Other Sorts (including Lac Dye) ... „	20,682	24,417	27,971	4,39,945	2,99,012	3,37,627
Earthenware and Porcelain—						
Earthenware ... ...value.	.....	.....	.....	25,87,259	28,40,538	24,20,178
Porcelain ... ... „	.....	.....	.....	10,80,422	9,36,531	12,93,162
Electroplatedware ... ... „	.....	.....	.....	2,00,397	5,63,432	4,70,278
Fire works ... ... lbs.	1,089,105	2,432,890	2,908,261	5,26,009	10,05,991	9,16,110
Fish excluding Canned Fish ... ... cwts.	45,254	50,527	59,606	4,01,258	5,18,666	5,67,799
Fodder Bran and Pollards ... ... „	15,400	15,050	10,762	43,699	43,609	34,243
Fruits and Vegetables—						
Fresh fruits and Vegetables of all kinds ... ...value.	.....	.....	.....	2,66,998	2,19,417	2,30,318

FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued*).

ARTICLES.	Quantities.			Value.		
	1919–1920.	1920–1921.	1921–1922.	1919–1920.	1920–1921.	1921–1922.
				Rs.	Rs.	Rs.
Fruits and Vegetables Dried, Salted or preserved—						
Almonds ... ... tons.	6,568	3,164	5,090	73,79,991	30,96,376	45,17,509
Currants Raisins ... ... ,,	992	651	898	5,52,316	3,59,667	3,31,049
Dates ... ... ,,	30,784	30,264	29,332	56,14,005	76,19,576	62,32,778
Other Sorts ... ... ,,	2,257	474	938	5,57,047	2,51,712	3,70,351
Furniture and Cabinetware—						
Bedsteads ... ...value.	.....	.....	.....	43,327	2,89,571	99,298
Furniture of wood and other materials (other than Bedsteads) ... ,,	.....	.....	.....	4,58,128	18,58,370	13,27,332
Mouldings ... ... ,,	.....	.....	.....	1,04,442	5,56,638	1,17,863
Glass and Glassware—						
Bangles ... ... value	.....	.....	.....	35,39,082	72,13,125	39,64,615
Beads and false Pearls ... ... cwts.	5,691	11,777	5,991	8,76,979	24,23,369	11,97,376
Bottles and Phials ... ... gross	122,852	147,142	110,117	13,03,240	20,35,677	11,73,367
Funnels, Globes and Glass Parts of Lamps... ... ... value	.....	.....	.....	8,98,795	7,59,898	6,74,577
Sheet and Plate... ... ... supl. ft.	5,537,916	6,143,582	4,711,055	16,92,277	28,96,319	16,48,787
Tableware including Decanters, Tumblers, etc. ... ... value	.....	.....	.....	9,47,146	7,32,140	10,29,972
Other sorts ... ... ,,	.....	.....	.....	17,46,564	19,20,382	12,83,066
Grain, Pulse and Flour—						
Beans, dry ... ... tons.	308	197	969	79,236	37,838	1,92,753
Jawar and Bajree ... ... ,,	3,917	23	3,894	8,42,960	2,974	7,25,442

Pulse	tons.	9,500	1,151	1,567	29,20,220	5,81,220	9,08,101
Rice not in the husk	„	65	45	112	20 972	14,607	37,016
Wheat	„	92,347	5	102,302	1,68,68,325	1,167	2,01,55,811
Wheat Flour	„	131	57	90	36,653	18,547	25,237
Other sorts	„	285	99	349	34,997	13,736	65,073
Gums and Resins—							
Arabic	cwts.	30,547	4,193	8,094	9,89,813	1,07,860	1,86,100
Benjamin	„	8,591	4,736	9,520	4,38,390	2,43,428	4,53,269
Olibanum or Frankincense ...	„	22,460	13,861	20,230	3,40,622	1,72,700	2,73,003
Resin	„	6,483	18,567	3,418	1,58,860	4,29,016	58,154
Other sorts	„	47,637	19,678	23,086	17,67,806	8,46,765	7,81,179
Hardware—							
Agricultural Implements	value.	.....	.....	.....	67,279	3,69,163	3,19,767
Galvanised or Tinned Buckets ...	„	.....	.....	.....	15,252	87,955	37,937
Builder's Hardware, viz., Locks, Hinges, etc.	„	.....	.....	.....	4,03,775	15,32,872	6,75,621
Domestic Hardware	„	.....	.....	.....	1,90,356	5,13,181	2,85,381
Enamelled Ironware	„	.....	.....	.....	14,81,317	18,07,294	6,33,785
Gas Mantles	„	.....	.....	.....	3,62,285	5,15,066	4,17,679
Implements and Tools other than Agricultural Implements and Machine Tools	„	.....	.....	.....	16,75,337	31,07,798	23,11,550
Lamps—Metal and Glass	Nos.	694,393	755,084	622,287	14,12,304	23,13,492	16,09,700
Parts of Lamps other than Glass ...	value.	.....	.....	.....	3,86,167	10,26,878	6,51,811
Other sorts	„	.....	.....	.....	97,88,792	2,03,34,189	1,29,55,576
Hides—raw	tons.	63	18	52	61,902	12,940	22,638
Hides—raw	Nos.	12,606	4,957	12,396			
Skins—raw	tons.	431	215	272	4,61,024	2,60,137	2,08,196
Skins—raw	Nos.	626,578	301,356	405,783			
Hops	cwts.	1,162	239	503	1,56,806	40,843	1,19,056
Horns, Tips and pieces of Horn and Hornmeal...	„	80	151	79	1,04,668	1,16,140	64,693

FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued*).

ARTICLES.		Quantities.			Value.		
		1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
Instruments and Apparatus and Appliances and parts thereof—					Rs.	Rs.	Rs.
Optical	value.	.....	.....	.....	2,32,699	6,38,527	1,09,056
Electrical	,,	.....	.....	.....	48,39,893	1,80,85,527	1,65,25,382
Musical	,,	.....	.....	.....	2,91,084	12,83,885	7,04,916
Photographic	,,	.....	.....	.....	7,38,999	21,26,871	18,96,348
Scientific and Philosophical	,,	.....	.....	.....	11,11,104	18,83,714	12,90,615
Surgical	,,	.....	.....	.....	5,24,724	10,13,272	5,92,681
Other sorts	,,	.....	.....	...	1,63,541	6,78,185	3,45,840
Ivory, unmanufactured	lbs.	645,647	270,034	481,237	50,49,792	20,87,069	39,52,387
,, manufactured	value.	.....	.....	.....	2,04,160	1,08,870	37,407
Jewellery, and Plate of Gold and silver (excluding Imitation Jewellery, Precious Stones and Pearls unset)	value.	.....	.....	.....	5,73,003	12,80,062	7,69,531
Hides (Tanned or Dressed)	Tons	104	338	10	4,77,160	9,44,056	96,024
	No.	40,186	77,085	4,359			
Skins (Tanned or Dressed)	Tons.	14	53	14	2,15,010	6,01,316	1,85,378
	No.	50,423	191,905	28,018			
Unwrought	Cwts.	628	556	456	1,26,308	1,43,535	49,216
Leather Cloth	value.	.....	.....	.....	29,833	2,65,773	1,37,794
Leather Artificial	,,	.....	.....	.....	11,817	1,06,810	2,268
Leather Manufactures—							
Bags and Trunks	,,	.....	.....	.....	2,15,080	1,39,199	27,065
Pickers	,,	.....	.....	.....	4,96,282	9,76,556	9,39,825

Picking Brands and Straps	value.	.....	.....	.....	3,93,403	13,87,393	4,41,343
Roller Skins	,,	.....	.....	...	4,43,331	12,68,545	14,89,230
Saddlery and Harness	,,	.....	...	.....	1,15,512	3,32,948	79,460
Other Sorts	,,	.....	...	.....	4,78,770	12,06,928	5,22,984
Liquors including Methylated and Perfume Spirits.—							
Liquors—Ale, Beer, and Porter ...	...gallons.	1,027,549	11,88,400	9,42,035	28,42,293	35,44,867	31,22,242
Spirits—							
Brandy	,,	108,376	242,185	1,17,796	19,64,791	40,13,853	19,56,897
Whisky	,,	233,904	251,606	1,73,528	37,74,675	38,41,390	36,61,260
Gin	,,	26,649	38,909	25,479	4,03,331	5,04,320	4,12,711
Liqueurs	,,	6,468	9,834	3,758	1,55,839	2,18,680	1,21,306
Rum	,,	11,717	13,657	11,409	67,903	1,12,866	62,774
Spirit present in drugs, Medicines or Chemicals	,,	45,078	52,040	26,931	11,61,247	11,08,745	9,66,858
Spirit perfumed	,,	8,132	16,877	4,472	4,57,371	10,31,047	4,00,596
Spirit Methylated	,,	64,265	61,195	80,155	1,36,404	2,06,994	1,84,006
Spirits Rectified	,,	22,395	261,179	43,081	40,969	3,94,322	82,566
Other Sorts	,,	46,548	55,751	18,423	4,98,947	5,62,726	2,80,098
Wines—							
Champagne and other sparkling wine	,,	17,772	26,517	9,325	6,01,105	8,63,698	3,67,617
Port	,,	41,907	44,699	15,372	4,87,734	5,70,999	2,45,830
Still Red Wine other than Port	,,	15,636	26,761	21,328	2,00,569	2,87,802	2,61,107
Sherry Madeira and Marsala ...	,,	11,914	17,037	10,045	1,65,507	2,50,059	1,81,127
Still White Wine other than Sherry Madeira and Marsala	,,	5,378	7,287	7,464	60,648	1,03,919	1,42,090
Other sorts including Vermouth Ginger wine	,,	26,309	27,573	33,837	3,28,520	3,47,691	4,62,895
Cider and other fermented Liquors	,,	4,774	6,148	4,355	26,213	36,714	27,689
Machinery and Mill Work :—							
Prime Movers (Oil & Steam Engines) ...	value	.....	.....	...	21,16,126	84,08,517	1,22,09,038
Electrical Machinery of all kinds ...	,,	.....	.....	.....	30,33,308	50,54,969	1,36,21,469

FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued.*)

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Agricultural Machinery ... ... value.	.....	.....	.....	1,64,179	6,42,665	3,15,124
Boilers ... ... ,,	.....	.....	.....	6,40,059	47,35,324	82,91,798
Metal Working Machinery ... ... ,,	.....	.....	.....	6,05,655	52,00,661	37,16,424
Machine Tools ... ... ,,	.....	.....	.....			
Oil Curshing & Refining Machinery. ,,	.....	...	.....	19,751	2,23,279	6,95,025
Refrigerating Machinery ... ... ,,	.....	.....	.....	27,876	8,40,141	3,15,745
Rice & Flour Mill Machinery ... ,,	.....	.....	.....	6,01,423	12,89,941	12,10,252
Saw Mill & Wool Working Machinery ... ... ,,	.....	.....	.....	1,41,576	1,13,757	6,78,400
Sewing & Knitting Machines & parts thereof ... ... ,,	.....	.....	.....	11,88,360	19,50,730	4,83,377
Shuttles ... ... ,,	.....	.....	...	8,65,310	13,40,903	14,57,634
Textile Machinery ... ... ,,	.....	.....	.....	99,82,945	2,90,05,357	6,71,56,715
Type writers & parts thereof ... ,,	.....	.....	.....	7,15,246	15,25,282	5,95,943
Other Sorts of Machinery ... ... ,,	.....	.....	.....	34,40,374	1,35,67,833	2,04,89,037
Matches—						
Safety ... ... gross of boxes	5,702,857	3,246,699	4,875,803	76,56,436	39,93,783	67,72,380
Other sorts... ... ... ,,	2,261,126	2,279,177	1,782,620	28,28,562	28,13,490	25,67,626
Mats and mattings (except coir and rubber) ... ... sq. yds.	595,882	447,810	3,73,534	3,24,721	3,22,496	1,94,382

Metals and Ores—						
Aluminium (Unwrought) ... ... cwts.	2,180	3,770	203	1,60,093	3,42,142	16,963
,, (Wrought) ... ... ,,	9,282	26,626	27,575	12,31,411	43,57,613	35,10,130
Brass, Bronze & similar Alloys :—						
Unwrought ... ... ,,	100,997	77,273	25,302	32,03,114	25,70,546	739,996
Wrought:—						
Sheathings Mixed or Yellow Metal,,	98,996	183,387	115,689	62,25,412	1,67,06,291	76,51,666
Other Sorts ... ... ,,	71,985	73,246	53,483	50,70,432	57,05,876	30,02,643
Copper :—						
Old for re-manufacture ... ... ,,	2,337	1,733	1,248	1,38,275	86,905	54,475
Unwrought ... ... ,,	54,594	10,564	3,317	32,29,988	7,00,150	1,86,307
Wrought—Braziers and Sheets ... ,,	99,259	168,117	78,230	67,02,144	1,49,54,761	57,33,935
,, Wire ... ... ,,	1,534	3,868	2,927	1,50,549	3,89,062	2,72,274
,, Other Manufactures ... ,,	10,313	7,628	17,871	10,01,993	12,67,952	18,13,621
German Silver ... ... ,,	26	5,033	6,212	5,854	7,84,161	9,81,193
Iron :—						
Pig ... ... tons.	1,673	2,990	7,606	2,06,956	4,66,027	8,11,773
Manufactures Angle Bolt Bars, etc. ,,	1,184	2,130	754	3,99,168	9,01,561	302,939
Iron or Steel ... ... ,,	85,449	132,068	133,931	3,00,20,222	6,43,85,664	4,67,40,350
Steel ... ... ,,	26,891	54,600	74,873	67,98,845	1,81,62,610	1,55,13,835
Lead—Unwrought ore ... ... ,,	257	466	.....	2,62,503	3,01,907	136
,, ,, Pig ... ... cwts.	8,197	4,406	344	1,50,399	99,237	7,071
,, ,, other sorts ... ,,	2,637	3,210	276	24,788	1,22,077	2,958
,, Wrought Steel Sheets Pipes and Tubes ,,	8,514	9,557	7,267	2,48,664	3,69,695	2,29,473
,, ,, other Sorts ... ... ,,	2,696	1,020	2,482	74,692	1,75,791	71,435
Quicksilver ... ... lbs.	304,763	12,750	87,139	9,49,306	38,366	1,84,182
Tin:—Unwrought ... ... cwts.	13,589	10,004	12,169	22,50,506	15,66,328	16,81,560
,, Wrought ... ... ,,	219	189	571	27,615	47,234	76,018
Zinc or Spelter ... ... ,,	54,527	20,560	35,168	13,20,782	6,33,771	7,54,767
Metals Other Sorts ... ... ,,	5,910	6,424	6,027	4,05,344	5,55,651	2,61,094
Motor Cars and Motor Cycles and parts thereof ... ... value.	.....	.....	.....	1,60,16,632	4,43,77,934	1,13,93,840

FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued*).

ARTICLES.		Quantities.			Value.		
		1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
					Rs.	Rs.	Rs.
Oil Mineral—Kerosine	gals.	28,814,149	14,199,859	11,177,467	2,24,93,891	1,10,77,923	87,77,190
„ „ Fuel	„	17,743,062	24,017,703	34,193,860	29,06,432	40,67,418	62,31,137
„ „ Lubricating	„	3,768,952	4,482,802	2,461,543	58,09,085	89,24,447	58,22,701
„ „ Other Sorts	„	208,981	197,893	3,69,380	4,39,976	4,08,138	8,12,545
„ Animal	„	7,489	14,708	3,366	31,938	53,462	14,775
„ Essential	„	16,256	15,147	9,763	4,09,317	7,81,248	2,51,884
„ Cocoanut	„	10,159	4,273	78	24,122	11,089	245
„ Linseed	„	93,252	167,907	205,883	4,57,519	9,34,473	7,97,408
„ Other Sorts	„	9,945	7,295	15,034	47,504	28,036	52,929
Oil Cloth & Floor Cloth	sq.yds.	186,835	676,815	90,007	2,63,897	14,57,461	3,03,753
Opium	lbs.	.....	1	2	1	8	137
Paints & Colours	cwts.	115,828	123,231	84,515	40,29,753	56,63,008	35,94,718
Painter's Materials	value.	.....	.....	.....	14,90,564	15,69,606	9,27,640
Paper & Paste Board	„	.....	.....	.....	1,05,41,696	2,74,56,683	87,82,236
Perfumery	„	.....	.....	.....	2,15,975	1,27,532	1,21,769
Pitch Tar & Dammar	cwts.	53,194	67,244	66,453	3,15,939	5,19,553	5,60,671
Polishers Composition for application to leather	value.	.....	.....	.....	4,76,013	10,33,241	2,08,816
„ „ to Metals, etc.	„	.....	.....	.....	1,81,901	2,22,771	3,31,884
Polish, Wood	„	.....	.....	.....	.....	59,250	71,143
Precious stones	„	.....	.....	.....	28,104	45,649	1,517
Pearls	„	.....	.....	.....	52,39,726	51,54,550	67,32,974
Printing Lithographing Machinery & Materials	„	.....	.....	.....	3,17,413	16,01,940	11,54,803

Provisions and Oilmanstores :—							
Biscuits and Cakes	cwts	14,479	7,979	4,103	11,35,954	8,30,779	5,90,702
Cheese	„	2,056	3,711	2,910	2,64,416	6,99,946	4,85,462
Cocoa & Chocolate	„	3,429	2,494	1,339	4,59,729	4,85,167	3,38,033
Milk, condensed or preserved ...	„	22,084	15,013	32,541	11,68,360	9,49,259	20,49,862
Canned & Bottled Provisions ...	„	52,010	47,521	30,823	37,44,180	39,80,553	27,52,149
Other Sorts of Provisions ...	value.	.....	.....	...	21,86,826	23,50,652	20,70,497
Railway Plant and Rolling stock:—							
Carriages and Wagons and Parts thereof	„	.....	.....	.....	80,36,391	2,38,19,553	1,61,45,004
Locomotive Engines and Tenders and parts thereof	„	... ...	... ...	.....	12,37,654	1,30,56,050	1,37,70,372
Materials for Construction :—							
Bridge work	tons.	1,021	473	7,981	5,89,949	2,14,902	38,04,982
Rails, Chairs and Fishplates of Steel or Iron	„	2,411	11,767	24,593	26,12,937	36,23,855	42,20,090
Sleepers and Keys of Steel or Iron ...	„	.....	31,973	37,171	95	77,25,670	88,56,316
Sleepers of wood	„	771	6,164	9,942	1,09,169	6,63,781	15,02,016
Other kinds of materials	„	1,796	8,125	7,351	5,60,010	27,81,805	35,28,779
Rubber :—							
Raw	lbs.	.....	1,552	5,531	.....	1,194	2,143
Manufactures :—Tyres for Motor vehicles	No.	41,148	82,160	53,013	31,36,132	53,32,722	41,28,746
Tubes for Motor Tyres ..	„	54,231	149,193	61,575	9,02,677	14,86,120	6,15,688
Other Sorts	value.	.....	.....	.....	28,42,163	43,32,660	18,60,454
Seeds—							
Essential	tons.	1,699	1,139	661	9,39,156	5,03,523	3,08,652
Copra or Cocoanut Kernel	„	7,207	4,570	881	30,90,254	19,59,574	3,77,484
Non Essential Other Sorts	„	853	1,807	827	2,61,638	5,30,948	1,85,336
Other than oil seeds	„	23	30	63	1,39,691	1,51,141	1,02,357
Shells and Cowries	value.	.....	.....	.....	2,52,471	1,88,855	2,24,598
Ships, parts of (including Launches and Boats)	„	.....	.....	.....	1,47,098	2,07,723	16,10,456
Smoker's requisites	„	.....	.....	.....	3,04,921	2,51,616	1,43,408

FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*continued*).

ARTICLES.		Quantities.			Value.		
		1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921	1921-1922.
					Rs.	Rs.	Rs.
Soap	cwts.	151,994	133,093	135,289	51,98,064	49,77,749	46,80,352
Spices—							
Betel nuts	„	86,510	65,271	76,388	12,21,560	8,54,103	9,08,277
Cardamoms	„	43	1,178	1,342	5,167	1,03,438	1,44,430
Chillies	„	1,481	46	72	67,407	1,200	1,547
Cloves	„	82,635	54,099	55,281	54,23,341	31,36,519	40,10,101
Ginger	„	1,724	1,095	470	53,188	28,411	14,481
Nutmegs	„	6,861	3,982	6,372	2,76,249	1,38,107	1,80,078
Pepper	„	2,871	1,870	1,607	1,59,106	1,04,234	89,845
Other Sorts	„	3,184	1,261	1,992	1,99,347	81,503	96,912
Starch and Farina Starch	„	159,228	82,038	85,333	27,06,964	12,98,725	11,17,290
Farina Potato Flour	„	10,517	11,865	25,538	2,37,208	2,80,771	5,79,191
Stationery	value.	.....	.....	... ..	42,23,178	87,44,705	47,88,621
Stones and Marble	tons.	3,101	3,831	3,129	1,94,078	4,34,796	1,87,848
„ Articles of	„	154	194	404	47,826	1,32,333	2,08,102
Sugar—							
Sugar 16 Dutch Standard and above	tons.	136,679	81,755	162,441	8,12,47,147	6,66,17,942	8,66,55,539
„ 15 „ „ and below.	„	1	1	51	617	483	16,416
Molasses	„	7,322	444	.....	6,81,122	45,649	24
Confectionery	„	428	353	154	6,83,522	9,86,110	5,10,662
Saccharin	lbs.	26,847	34,732	24,973	2,92,426	4,60,468	2,09,359
Tallow and Stearine (including animal fat and Grease)	cwts.	25,416	67,515	43,712	12,08,768	37,56,776	17,75,466

Tea Black ... ... lbs.	2,682,464	1,497,180	301,289	16,62,333	8,12,984	1,74,477
Tea Green ... ... „	3,229,408	2,723,822	5,067,030	27,52,563	23,35,745	44,94,696
Telephone material for construction and assessories ... ... value	.....	.....	.....	83,555	4,61,159	12,26,725
Textiles—						
Cotton Raw ... ... tons.	3,165	9,259	23,957	67,19,178	1,69,37,881	3,37,83,717
„ Waste ... ... cwts.	2	1	6	42	6	110
„ Twist and Yarn ... ... lbs.	6,559,093	24,941,556	31,183,836	1,73,89,824	6,90,88,207	5,72,94,821
„ Blankets ... ... „	171,456	531,644	441,363	1,91,534	6,38,037	3,42,968
„ Canvas ... ... yards.	150,785	293,027	219,976	4,86,241	4,20,138	2,27,512
„ Handkerchiefs ... ... No.	2,959,380	5,389,821	883,069	9,54,410	18,05,995	2 28,663
„ Shawls ... ... „	45,288	180,073	128,523	72,868	3,14,030	1,84,744
„ Hosiery ... ... value.	.....	.....	.....	32,59,096	51 64,826	16,03,989
„ Lace and Patent net ... ... yds.	443,641	373,752	149,357	3,91,950	4,55,045	1,30,054
„ Grey Piece Goods ... ... „	68,904,029	143,249,972	116,661,599	30,502,923	6,67,07,333	4,13,06,348
„ White „ „ ... ... „	85,681,147	102,049,443	49,902,453	4,35,55,657	5,46,20,646	2,21,61,782
Cotton Coloured Printed or Dyed Piece Goods ... ... „	83,779,689	177,842,274	34,070,597	5,21,73,300	12,73,65,940	1,95,33,161
„ Fents of all descriptions ... „	13,273,823	13,786,588	8,813,146	39,31,257	58,05,013	21,47,167
„ Rope ... ... lbs.	260,747	519,021	783,827	4,30,257	12,76,152	14,39,719
„ Thread Sewing ... ... „	412,150	545,144	383,625	18,53,989	32,14,200	24,08,814
„ Manufactures other Sorts ... value.	...	.....	.....	7,06,018	17,07,056	8,52,912
Flax—Canvas ... ... yards.	369,126	511,243	134,165	7,24,836	13,09,154	2,85,338
„ Piece Goods ... ... „	183,864	272,999	165,614	2,08,254	2,80,229	1,42,221
„ Thread Sewing ... ... „	61,888	20,773	26,527	3,33,992	1,59,835	1,86,948
„ Manufactures other sorts ... value.	.....	.....	.....	3,48,488	5,48,503	2,77,964
Haberdashery and Millinery ... ... „	... ...	.....	... ...	56,49,133	1,61,00,242	32,56,545
Hemp—Raw ... ... cwts.	1,043	407	974	42,840	20,517	32,774
„ Manufactures ... ... value.	.....	.....	.....	2,54,629	4,18,185	1,67,447
Jute—Raw ... ... ton.	.....	1	.....	.....	120	...
„ Twist and Yarn ... ... lbs.	7,585	20,230	118	3,569	7,761	165
„ Canvas ... ... yards.	394,761	344,659	83,538	7,00,117	4,61,859	1,44,219
„ Manufactures other sorts ...value.	.....	.....	.....	84,165	2,82,776	1,73,524

FOREIGN TRADE OF THE PORT OF BOMBAY—IMPORTS—(*concluded*).

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Silk—Raw ... ... lbs.	2,034,098	1,511,227	1,311,531	1,51,76,104	1,19,01,972	1,01,33,554
,, Waste ... ... ,,	42,300	125,628	159,643	1,16,661	3,30,348	3,06,383
,, Yarn—Noils and warps ... ... ,,	456,198	752,755	566,296	31,83,958	80,00,604	43,10,595
,, Piece Goods mixed with other materials ... ... yards.	691,806	1,603,902	602,738	14,12,195	41,58,177	10,40,729
,, Piece Goods ... ... ,,	23,610,258	16,261,948	10,521,908	4,50,64,633	3,09,85,218	1,89,17,410
,, Thread for Sewing ... ... lbs.	745	1,196	860	10,035	37,195	24,618
,, Manufactures other Sorts... ... ,,	35,192	23,059	8,009	10,58,781	4,57,582	2,26,909
Wool Raw ... ... ,,	886,831	702,343	548,011	5,84,826	4,37,172	2,67,203
,, Yarn and Knitting Wool ... ... ,,	29,183	86,264	88,421	2,08,339	8,13,340	4,88,050
,, Blankets † ... ... ,,	.....	56,167	12,204	.....	1,01,780	31,340
,, Carpets and Rugs ... ... ,,	309,303	248,012	193,800	11,07,231	11,40,303	7,96,919
,, Hosiery ... ... ,,	44,389	118,739	25,133	2,32,076	10,48,046	2,08,276
,, Piece Goods ... ... yards.	3,342,193	6,520,707	938,154	91,42,474	2,71,93,097	40,86,868
,, Shawls ... ... no.	3,764	3,253	35,412	21,340	35,467	66,697
,, Manufactures other sorts ... ... lbs.	176,768	84,555	44,753	2,45,681	2,09,145	1,36,165
Artificial Silk—						
Artificial Silk Yarn ... ... lbs.	167,841	68,712	32,504	15,12,104	5,92,852	3,93,472
Piece Goods of Cotton & Artificial Silk yards.	4,084,342	3,916,558	370,719	41,16,919	55,03,802	5,20,883
Tobacco—						
Unmanufactured ... ... lbs.	763,932	620,172	287,567	8,97,639	7,69,255	2,92,406
Manufactured-Cigars ... ... ,,	28,490	16,182	7,177	1,41,226	1,32,983	75,064

Manufactured Cigarettes ... ... lbs.	1,143,743	1,106,757	691,789	51,95,596	50,79,958	34,92,357
Tobacco for Pipes and Cigarettes ... „	269,234	190,165	65,114	5,91,089	5,95,292	2,73,902
„ Other Sorts ... ... „		4,290	19,782		13,646	86,742
Toilet requisites ... ... value.	... ..	.....	.....	15,71,654	15,98,394	12,11,243
Toys ... ... „	.....	.....	.....	20,42,027	18,44,919	13,17,019
Requisites for Games and Sports ... „	.....	.....	... ..	10,01,249	7,49,314	3,59,159
Umbrellas (including Parasols and Sunshades) ... ... No.	53,589	1,53,690	119,319	2,01,175	6,58,631	5,96,461
Umbrella Fittings ... ... value.	.. ...	.....	.....	2,28,998	5,89,486	4,57,552
Wax of all kinds other than Paraffin Wax ... ... cwts.	1,368	683	2,359	85,688	41,288	1,42,981
Wood and timber						
Timber other than Railway Sleepers—						
Deal and Pine Wood ... ...c. tons	5,241	6,860	4,877	12,85,079	13,10,273	7,94,751
Teak wood ... ... „	35,849	27,044	24,486	72,43,952	48,78,440	43,25,526
Other Timber ... ... „	7,243	8,554	6,197	9,63,316	12,97,789	8,26,577
Wood—Firewood ... ... Tons.	114	88	79	2,411	1,635	2,090
Ornamental wood—Sandal ... ... „	341	729	442	1,58,406	3,21,463	1,87,325
„ „ Other Sorts ... value.	.....	... ..	.....	3,435	40,395	27,314
Manufactures of Wood other than Cabinetware and Furniture ... ... „	.....	.....	.....	4,65,188	3,49,569	3,39,338
Articles imported by Post ... ... „	...	.....	.....	2,52,98,029	4,55,15,262	2,65,78,280
All other Articles ... ... „	.....	.....	.....	27,18,382	34,92,039	29,56 425
Total Value ...	.....	.....	.....	78,89,08,418	1,28,13,18,600	96,40,26,760
Treasures—Gold (Private) ... ozs.	1,157,592	1,730,567	1,757,351	7,06,49,992	11,45,08,879	13,50,37,128
Silver („) ... „	398,460	40,157,297	70,772,616	10,66,477	10,33,14,971	16,70,17,629
Total Treasure ozs.	1,556,052	41,887,864	72,529,967	7,17,16,469	21,78,23,850	30,20,54,757
Grand Total Rs. ...	.....	.....	.....	86,06,24,887	1,49,91,42,450	1,26,60,81,517

† Prior to 1st April 1920 figures are grouped under wool—manufactures other sorts.

FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS.

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
INDIAN PRODUCE AND MANUFACTURES.				Rs.	Rs.	Rs.
Animals, living ... ... No.	1,437	729	271	3,46,548	1,30,240	8,665
Apparel ... ... value	.....	.....	.....	4,11,009	2,76,353	11,24,511
Books, Printed and Printed matters ... cwts.	2,567	2,750	4,130	238,419	2,52,198	5,39,632
Boots and shoes ... ... pairs.	328,941	236,931	98,546	11,85,642	11,63,869	3,04,015
Bristles ... ... cwt.	612	885	487	3,65,936	3,94,315	2,53,934
Candles of all kinds ... ... lbs	1,248,227	316,986	390,248	6,25,646	1,65,444	1,49,915
Casein ... ... cwts.	9,405	17,599	4,914	2,41,923	4,90,818	1,37,708
Chemicals and chemical preparations ... value.	.....	.....	.....	1,60,850	4,32,587	85,051
Coal, Coke, and Patent Fuel—						
Coal ... ... tons.	6,991	3,330	1,681	1,30,685	1,18,312	60,328
Coke ... ... ,,	199	203	336	14,485	16,156	29,317
Coffee ... ... cwts.	38,917	15,119	15,820	24,57,122	9,38,103	9,15,980
Coir, unmanufactured and manufactured (excluding Rope) ... ... tons.	1,605	453	259	5,15,182	1,75,085	1,00,219
Drugs and Medicines—						
Nuxvomica ... ... cwts.	5,720	4,233	1,530	89,740	84,474	54,020
Senna ... ... ,,	4,449	366	1,010	70,811	9,257	16,631
Other Sorts ... ... value.	.....	.....	.....	6,44,312	3,87,207	2,45,376
Dyeing and Tanning Substances—						
Indigo ... ... cwts.	4,179	1,301	837	19,34,302	5,96,847	3,24,808
Myrabollams ... ... ,,	745,850	443,867	578,870	43,09,992	23,51,478	26,53,969
Turmeric ... ... ,,	32,087	21,830	17,094	6,89,553	5,47,330	4,76,684
Other Sorts ... ... ,,	2,503	3,741	1,696	73,804	44,769	58,835

Fish (excluding Canned Fish)—							
Fish—dry Unsalted	cwts	7,328	3,335	7,859	2,10,133	94,415	2,33,634
„ „ Salted	„	662	.....	6	16,896	.....	130
Fishmaws and Sharkfins	„	1,970	3,310	1,301	3,53,878	6,69,514	3,13,040
Fodder, Bran and Pollards—							
Bran and Pollards	tons.	2,601	2,960	1,902	4,04,304	3,63,323	2,96,813
Other Sorts	cwts	3,595	2,341	533	11,236	15,182	2,093
Fruits and Vegetables—Fresh	value.	.....	.....	.....	3 62,840	2,51,699	5,53,212
„ „ Dry	tons	2,707	1,941	1,528	10,26,188	6,75,616	4,66,752
Furniture and Cabinetware	value	.....	.....	.....	6,17,442	5,18,268	5,26,164
Glass and Glassware	„	.....	.....	.....	1,74,840	99,227	85,070
Grain, Pulse and Flour—							
Barley	tons.	196	4,369	5,202	50,191	11,44,632	14,01,310
Jawar and Bajree	„	6,832	3,514	1,916	15,61,897	8,82,526	3,82,262
Maize	„	68	66	6	12,407	7,717	1,050
Oats	„	119	31	17	30,068	6,020	3,686
Pulse—Gram	„	1,317	706	646	3,15,147	1,89,863	1,83,527
„ Lentils	„	4,112	1,289	810	9,43,986	3,90,319	2,47,391
„ Other Sorts	„	341	378	406	1,00,959	1,03,113	1,26,831
Rice not in the husk	„	49,672	27,843	2,384	1,24,78,640	72,24,456	5,86,179
Rice Flour and Ground Rice ...	„	8,822	24	.....	21,59,628	8,107	15
Wheat	„	2,473	2,038	1,516	7,38,991	6,38,721	5,07,498
Wheat Flour	„	38,662	31,407	31,959	1,23,17,006	99,56,499	1,02,35,643
Other Sorts	„	2,106	3,022	415	4,60,437	6,11,205	1,09,115
Gums and Resins—							
Arabic	cwts.	2,331	845	1,834	75,726	21,602	61,849
Rosin	„	6,513	5,385	285	1,44,227	1,52,950	8,016
Other Sorts	„	27,561	19,36	3,965	13,04,879	7,60,088	1,31,357
Hardware and Cutlery including Plated-ware	value.	.....	.....	.....	3,87,864	4,10,211	3,83,969
Hides and Skins—							
Hides—raw	tons	276	146	106	4,42,543	2,64,142	2,01,153
	No.	82,939	49,665	26,614			

FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS—(*continued*).

ARTICLES.		Quantities.			Value.		
		1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
					Rs.	Rs.	Rs.
Hides and Skins—*contd.*							
Skins—Raw	tons.	6,792	4,337	5,574	2,08,92,943	97,38,584	69,42,213
	No.	5,308,794	2,894,820	3,318,208			
Hides—Tanned or Dressed	tons.	4,551	477	1,048	2,09,64,650	21,44,867	40,89,368
	No.	1 133,664	129,534	269,815			
Skins—Tanned or Dressed	tons.	546	233	288	42,19,588	15,45,918	19,17,375
	No.	1,470,332	562,151	809,408			
Horns Tips & Pieces of Horn & Hornmeal	cwts.	20,999	15,184	3,594	6,46,095	3,74,558	67,994
Lac—Seed, Shell, etc.	,,	43	31	140	5,908	2,235	13,440
Leather, Unwrought	,,	1,486	853	1,673	3,47,215	1,77,147	2,45,240
,, Saddlery and Harness	value.	.....	.....	.....	28,059	85,072	3,49,404
,, Manufactures, other sorts	,,	.....	.....	.....	58,611	61,392	59,259
Manures—Bones	tons.	7,141	10,090	10,008	7,60,226	11,45,515	11,43,470
Metals and Ores—							
Brass, Bronze and similar alloys, wrought	cwts.	851	1,571	1,693	1,30,733	2,21,280	3,00,985
Copper—Wrought	,,	1,391	879	785	2,14,983	1,16,850	91,323
Iron or Steel (Pig)	tons.	.....	66	20	.....	11,102	2,900
,, ,, Manufactures	,,	396	442	559	2,30,546	2,39,736	2,63,008
Manganese Ore	,,	249,667	391,650	279,084	45,72,858	82,65,229	66,94,516
Metals—Other sorts	cwts.	696	2,200	1,793	2,22,939	6,15,749	4,77,780
Ores—Other sorts	tons.	.....	3,701	2,381	13	88,204	48,674
Mica	cwts.	1,567	1,685	676	2,39,849	2,08,583	96,490
Oils—							
Animal	gallons.	121,288	13,945	2,286	1,54,660	16,101	3,143

Essential Sandalwood oil	lbs.	149,553	114,654	47,404	38,37,530	28,36,110	10,35,030	
„ Lemon Grass oil	gallons.	491	56	...	15,810	3,000	.....	
„ Cinnamon oil	„		1,692	2,735		49,954	61,495	
„ Ginger Grass oil	„		818	200		39,650	10,800	
„ Palm Rosa	„	18,928	1,475	1,277	7,50,400	1,17,062	1,05,025	
„ Rosa	„		5,169	6,035		2,91,065	3,65,920	
„ Other sorts	„		3,482	3,261		72,056	70,698	
Mineral	„	48,837	1,979	4,455	60,367	4,548	8,774	
Cocoanut	„	754,875	36,673	19,870	23,78,237	1,22,595	64,358	
Castor	„	45,744	3,211	2,075	1,59,698	11,282	8,459	
Groundnut	„	26,678	8,556	17,782	1,00,531	35,666	61,054	
Gingelly	„	112,946	71,291	81,926	3,33,094	2,06,633	2,05,350	
Linseed	„	141,152	177,771	1,789	6,16,271	8,61,173	8,110	
Mustard or Rape	„	5,471	2,984	5,432	22,074	8,453	15,767	
Vegetable other sorts	„	2,369	5,427	978	9,165	28,069	5,150	
Oil Cakes—								
Castor Cake	tons.	822	118	...	87,965	15,159	.....	
Cotton Cake	„	634	3,016	1	83,588	4,31,683	83	
Ground Nut Cake	„	6 182	3,729	7,701	8,28,645	4,92,099	11,43,760	
Linseed Cake	„	4,114	6,032	5,137	5,76,487	10,93,049	8,85,907	
Other sorts	„	104	91	141	22,878	6,259	22,672	
Parafin Wax	cwts.	20	80	20	900	2,730	1,250	
Perfumery	value.	.....	.....	.....	98,126	69,510	94,397	
Precious Stones and Pearls	„	.....	.....	.....	1,34,451	44,310	14,510	
Provisions and Oilmanstores—								
Butter	lbs.	4,692	3,079	4,843	6,01,316	4,54,444	6,66,706	
Ghi	„	6,253	17,192	14,610	7,36,972	14,52,318	13,00,955	
Pickles, Chutnies, Condiments	cwts.	16,052	11,970	12,518	4,09,658	3,61,408	4,69,096	
Other sorts	value.	.....	.....	.....	1,74,369	1,47,734	1,70,311	
Rubber Raw	lbs.	20,832	50,196	.....	6,633	15,250	.....	
„ Manufactures	value.	.....	.....	.....	1,015	.....	.....	
Seeds—								
Essential	tons.	1,927	2,417	3,364	10,79,213	11,26,841	14,41,108	

FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS—(*continued*)

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Castor ... ... tons.	6,887	12,723	42,309	18,15,268	28,45,520	86,40,493
Copra ... ... „	3,231	139	186	18,44,828	99,106	1,31,582
Cotton ... ... „	154,212	81,168	86,843	2,15,18,762	79,35,603	97,98,889
Groundnut ... ... „	36,333	12,742	26,873	1,67,31,569	42,15,296	76,44,264
Linseed ... ... „	103,284	70,448	52,658	4,31,40,847	2,37,54,987	1,40,84,909
Mowra ... ... „	1,955	5,061	909	4,14,645	8,13.795	1,54,245
Mustard ... ... „	2,357	1,090	585	13,69,766	4,43,434	1,83,448
Niger ... ... „	416	55	324	2,62,787	15,595	90,488
Poppy ... ... „	4,195	3,260	4,841	19,99,194	12,45,791	15,34,346
Rape ... ... „	18,278	34,296	8,606	68,74,621	93,70,246	21,77,862
Teelseed ... ... „	44,849	10,818	24,817	2,15,89,392	42,86,972	75,04,029
Other Sorts ... ... „	500	159	299	1,66,906	58,645	81,228
Soap ... ... cwts.	3,993	3,510	5,701	94,477	90,716	1,06,705
Stationery ... ... value.	.....	.....	.....	1,09,251	78,789	75,115
Spices—						
Betelnuts ... ... cwts.	2,587	2,429	2,612	1,04,194	96,551	1,26,674
Cardamoms ... ... „	12,101	4,015	4,292	17,76,223	5,67,921	6,14,842
Chillies ... ... „	5,845	11,847	11,831	2,15,401	3,81,180	4,22,451
Ginger ... ... „	57,786	39,251	42,367	18,08,935	11,41,357	11,34,788
Pepper ... ... „	50,254	22,357	15,171	27,46,398	11,46,519	6,75,898
Other Sorts ... ... „	291	123	188	19,604	4,478	5,747
Sugar 16 Dutch Standard and above ... tons.	1,028	755	633	7,81,473	6,43,010	4,72,633

Sugar 15 Dutch Standard and below	119	230	415	49,666	1,27,547	2,06,765
Confectionery ... ... „	54	18	14	62,113	34,428	18,823
Tea Black ... ... lbs.	7,445,141	3,600,303	22,59,782	64,07,406	28,67,224	15,39,244
Tea Green ... ... „	2,830	...	.....	2,127	.....	.....
Tallow and Stearine ... ... cwts.	3,461	9,229	4,218	1,45,169	4,34,677	1,66,627
Textiles—						
Cotton—Raw { ... ... tons.	345,536	292,182	431,331	47,18,97,465	33,17,11,509	43,87,92,502
or Bales of 400 lbs.	1,948,481	1,635,610	2,415,451			
„ Waste ... ... cwts.	288,491	205,609	235,266	82,40,808	51,57,140	48,84,115
„ Kapok ... ... „	5,631	2,178	3,304	2,73,402	1,10,131	1,22,966
„ Twist and Yarn ... ... lbs.	136,769,104	77,907,820	78,366,409	16,19,46,731	9,43,75,589	7,45,24,340
„ Handkerchiefs and Shawls ... No.	716,482	915,217	328,955	4,81,892	3,35,411	2,70,296
„ Hosiery ... ... value.	.....	.....	.....	2,16,700	89,124	1,43,359
„ Grey Piece-Goods ... ... yds.	72,474,458	47,316,156	23,795,441	2,84,24,096	2,16,12,775	96,20,398
„ White „ „ ... ... „	1,860,833	1,294,737	586,861	7,99,030	7,73,110	3,07,440
„ Coloured Printed or Dyed Piece Goods ... ... „	86,911,207	66,059,517	102,460,034	3,64,19,472	3,19,01,497	4,31,43,135
„ Thread Sewing ... ... lbs.	243,837	157,924	191,164	4,08,976	2,48,764	3,26,580
„ Manufactures, Other Sorts ... value	.....	.....	.....	11,88,407	21,45,693	30,85,803
Haberdashery and Millinery ... ... „	.....	.....	.....	2,03,660	1,02,685	3,68,371
Hemp—Raw ... ... cwts.	216,134	96,123	49,825	75,97,088	28,18,154	10,51,488
„ Manufactures ... ... value.	.....	.....	.....	4,347	19,458	13,635
Jute—Raw ... ... tons.	1	22	.....	900	4,500	.....
„ Manufactures ... ...value.	.....	.....	.....	16,62,178	13,78,176	7,33,380
Silk—Raw ... ... lbs.	302,527	237,055	186,460	6,34,712	4,53,373	2,80,075
„ Goods Mixed with other Materials yds.	150,785	43,085	40,976	1,87,159	74,941	71,593
„ Piece-Goods ... ... „	85,945	32,627	45,227	1,52,028	80,716	95,963
„ Thread Sewing ... ... lbs.	1,100	1,030	.....	4,100	3,575	.....
„ Other Sorts ... ... „	404	790	303	4,385	3,542	3,000
Wool—Raw ... ... „	19,825,876	10,752,711	16,812,389	2,57,34,824	1,24,55,068	1,45,78,399
„ Carpets and Rugs ... ... „	711,114	757,319	672,124	22,39,784	28,04,115	29,74,601
„ Piece-Goods ... ... yds.	25,969	22,080	10,806	1,23,722	79,803	50,288
„ Shawls ... ... No.	596	189	775	8,093	1,751	8,930

FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS—(*continued.*)

ARTICLES.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Silk Manufactures other sorts ... lbs.	198,372	172,807	192,553	1,00,113	2,50,608	89,942
Tobacco—						
Unmanufactured ... ... „	1,261,774	6,348,714	4,878,199	4,41,941	24,50,845	22,03,182
Manufactured Cigars ... ... „	60,952	31,793	32,392	1,14,435	55,957	69,407
„ Cigarettes ... ... „	187,664	89,903	7,243	4,73,595	99,485	15,365
„ Other Sorts ... ... „	38,159	10,429	9,862	30,197	6,985	6,701
Umbrellas, Parasols and Sunshades ... No.	15,234	8,650	10,386	42,856	28,158	36,084
Wax of all kinds ... ...cwts.	1,016	310	585	91,435	19,671	53,964
Wood and Timber—						
Timber Teakwood ... ...c. tons.	379	848	560	1,14,670	3,31,854	2,48,231
„ Other Sorts ... ... „	2,314	2,081	270	2,53,199	4,65,028	58,960
Wood—Firewood ... ... tons.	233	303	234	4,771	6,090	3,101
Ornamental—Sandal ... ... „	132	117	161	2,13,298	1,94,007	2,95,031
„ Other Sorts ... value.	.....	.....	.....	19,185	32,197	25,303
Wood—Manufactures of other than Cabinet ware and Furniture ... ... „	.....	.....	.....	99,204	1,30,142	4,05,369
Articles exported by Post ... ... „	.....	.....	.....	84,44,357	94,07,276	91,91,607
All other Articles ... ... „	.....	.....	.....	17,51,998	14,66,722	17,48,407
... Total Value Rs. ...	.....	.....	.....	1,01,10,58,168	65,58,85,650	72,21,33,900

FOREIGN MERCHANDISE.						
Animals Living	No.	52	89	130	1,64,800	1,14,865	1,26,850
Apparel	...value.	.....	.....	.....	31,13,244	30,12,064	55,51,047
Books and Printed Matter	cwts.	483	801	2,662	1,20,853	1,88,338	6,41,537
Boots and Shoes	pairs.	48,011	37,013	30,186	3,79,014	4,63,950	2,28,570
Building and Engineering Materials ...	value.	.....	.....	.....	96,287	80,251	1,60,183
Carriages and Carts	„	.....	.....	.....	10,86,426	11,03,074	11,60,419
Chemicals and Chemical Preparations ...	„	.....	.....	.....	6,31,379	5,56,022	4,25,919
Clocks and Watches and parts thereof ..	„	.....	.....	.....	1,34,937	41,818	28,596
Coal Coke and Patent Fuel	tons.	208	711	30,105	15,360	21,605	13,09,113
Coffee	cwts.	21,513	28,594	16,492	11,13,504	12,29,743	7,19,646
Cutlery	value.	.....	.....	.....	4,27,968	4,95,022	5,92,279
Drugs and Medicines—							
Assafoetida	cwts.	871	2,148	1,356	61,088	2,34,940	98,648
Camphor	lbs.	225,865	37,698	18,977	15,45,352	1,68,855	62,181
Cassia Lignia	cwts.	9,308	4,792	6,421	3,69,687	1,88,258	2,50,817
Other Sorts	value.	.....	.....	.....	9,80,117	7,42,510	5,06,573
Dyeing and Tanning Substances—							
Cochineal	cwts.	472	423	19	1,04,302	63,883	7,350
Alizarine	lbs.	1,165	1,344	1,829	21,400	4,025	3,810
Aniline	„	15,873	16,864	82,823	52,834	94,437	4,54,724
Saffron	„	12,359	10,900	9,385	1,70,896	87,179	69,457
Other Sorts	cwts.	1,670	997	1,328	1,14,659	72,905	72,627
Earthenware and Porcelain	value.	.....	.....	.....	8,19,318	6,53,187	5,90,001
Fish—Fishmaws and Sharkfins	cwts.	6,275	5,132	6,454	11,64,107	11,41,671	14,68,473
„ Other Sorts	„	100	156	.....	1,160	10,012	.....
Fruits and Vegetables—Fresh	value.	.....	.....	.....	912	1,746	180
„ „ Dry	tons.	4,879	7,281	6,238	3,561,210	51,52,738	43,58,310
Furniture and Cabinetware	value.	.....	.....	.....	1,77,137	2,64,388	3,02,692
Glass and Glassware—							
Beads and False Pearls	cwts.	594	401	613	89,242	79,531	1,20,504
Bottles	gross.	6,050	2,359	4,353	58,878	46,774	34,582
Sheet and Plate	Supl. Ft.	183,124	180,157	46,775	98,023	79,965	22,739
Other Sorts	value.	.....	.....	.....	14,06,183	13,54,249	12,90,703

FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS—(*continued*).

ARTICLES.		Quantities.			Value.		
		1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
					Rs.	Rs.	Rs.
Grain, Pulse and Flour—							
Rice not in the husk	tons.	29	.....	.....	8,000	.....	.....
Wheat	„	7,297	.....	.....	14,10,607	50	.....
Other Sorts	„	2	20	40	808	4,400	6,600
Gums and Resins—							
Arabic	cwts.	5,963	8,855	11,249	2,52,597	3,47,059	3,67,030
Benjamin	„	2,690	966	1,236	1,60,691	57,450	64,356
Olibanum	„	15,010	12,543	15,854	5,22,163	4,07,011	4,66,461
Rosin	„	1,032	1,141	811	20,709	32,453	20,163
Other Sorts	„	15,295	22,930	24,968	15,33,351	17,38,641	14,56,722
Hardware	value.	.....	.....	.....	24,48,810	22,97,160	17,92,597
Hides and Skins—							
Skins Raw	tons.	1	135	105	5,300	56,96,017	37,78,372
„ „	No.	53,000	531,710	327,374			
Skins—Dressed or Tanned	tons.	.....	4	39			
„ „	No.	.....	12,233	127,962	.....	1,32,770	9,76,336
Ivory, unmanufactured	lbs	181,638	136,356	166,357	11,01,974	8,73,513	10,60,936
„ manufactured	value.	.....	.....	.....	1,875	690	39,545
Instruments, Apparatus and Appliances and parts thereof—							
Electrical	„	.....	.....	.....	1,59,115	3,38,874	6,96,877
Musical	„	.....	.....	.....	70,468	99,954	71,544
Photographic	„	.....	.....	.....	1,42,575	48,051	62,878

Other Sorts ... ... value	.....	.....	.....	94,775	1,31,639	1,71,243
Jewellery and Plate of Gold and Silver. „	.....	.....	.....	2,77,744	2,68,333	2,95,990
Leather, Unwrought ... ... cwts.	35	44	177	18,680	17,170	50,782
„ Manufactures ... ... value.	.....	.....	.....	2,62,845	1,78,320	370,414
Liquors—						
Ale, Beer or Porter ... ... gallons.	57,123	35,628	15,390	2,08,869	1,27,475	59,897
Cider and other fermented Liquors. „	72	42	49	340	312	348
Spirit-Brandy ... ... „	1,449	692	3,421	34,293	25,535	83,481
„ Whisky ... ... „	14,322	4,317	3,562	3,11,816	1,23,285	1,29,932
„ Other Sorts ... ... „	3,840	7,209	4,399	71,161	2,18,592	94,059
Wines—Port and other still Red wines „	1,281	1,880	1,035	22,288	36,110	23,016
„ Other sorts ... ... „	3,497	1,926	2,062	66,827	37,522	51,988
Machinery and Mill Work ... ... value.	.....	.....	.....	10,50,118	10,38,799	9,98,476
Matches— ... ... Gross of Boxes.	569,292	177,552	166,377	9,82,135	3,02,076	3,30,930
Metals and Ores—						
Brass, Bronze & Similar alloys Wrought ... ... cwts.	1,943	1,242	967	1,59,429	1,40,917	97,031
Copper—Wrought ... ... „	11,535	7,126	1,567	14,19,090	6,95,526	1,47,175
Iron or Steel ... ... tons.	1,542	2,869	2,862	10,05,353	13,82,894	8,97,834
Lead ... ... cwts.	1,156	389	468	27,560	11,903	13,715
Quick Silver ... ... lbs.	12,632	5,383	1,919	56,823	16,690	6,242
Tin, unwrought ... ... cwts.	5,710	378	657	12,28,339	68,223	98,077
Metals other Sorts ... ... „	1,013	3,016	1,535	2,50,896	3,80,166	3,33,677
Ores all sorts ... ... tons.	.....	347	4,901	.....	13,540	1,07,610
Oil Mineral Kerosene ... ... gallons.	200,418	148,132	162,251	1,69,347	1,38,974	1,27,442
„ „ Other kinds ... ... „	718,416	700,980	1,058,452	2,31,075	2,24,058	4,47,080
„ Linseed ... ... „	8,404	5,196	3,946	39,668	16,207	12,637
„ Other Sorts ... ... „	6,159	13,396	1,451	24,010	40,452	5,676
Paints and Colours ... ... cwts.	2,628	2,069	1,880	2,35,708	1,91,009	2,03,087
Paper and Pasteboard ... ... value.	.....	.....	.....	6,32,069	5,07,146	8,52,856
Perfumery ... ... „	.....	.....	.....	1,42,878	68,014	70,099
Provisions and Oilmanstores ... ... cwts.	18,163	20,957	20,050	10,78,742	14,14,036	11,05,012
Shells and Cowries ... ... value.	.....	.....	.....	2,97,856	84,282	2,03,762
Soap ... ... cwts.	20,882	2,844	5,184	8,34,980	1,39,969	2,24,004

FOREIGN TRADE OF THE PORT OF BOMBAY—EXPORTS.—(*concluded.*)

ARTICLE.	Quantities.			Value.		
	1919-1920.	1920-1921.	1921-1922.	1919-1920.	1920-1921.	1921-1922.
				Rs.	Rs.	Rs.
Spices—						
Cloves ... ... cwts.	27,133	16,414	13,372	21,61,457	11,21,599	9,06,534
Nutmegs ... ... ,,	12,75	115	543	96,077	11,083	25,984
Pepper ... ... ,,	1,382	... ..	30	79,507	25	1,801
Other Sorts ... ... ,,	786	239	370	55,321	22,220	27,281
Stationery ... ... value.	.....	.....	.. ...	5,22,120	4,79,004	5,17,226
Sugar—						
Sugar 16 Dutch Standard and above...Tons.	28,845	37,551	19,034	1,66,82,744	3,18,31,135	1,01,77,684
,, 15 ,, ,, ,, below ... ,,	.....	... ...	36	.....	.....	9,730
Confectionery... ... ... ,,	43	24	24	65,545	47,427	42,858
Tea—Black ... ... lbs	923,103	251,338	125,450	7,94,029	2,13,857	91,311
Tea—Green ... ... ,,	26,511	13,739	16,006	34,881	16,633	20,842
Textiles—						
Cotton—Raw ... ... Tons.	.....	821	3,314	70	25,86,898	59,45,160
,, Twist and Yarn ... ... lbs.	2,245,605	310,490	351,575	27 44,679	7,42,344	7,42,495
,, Canvas ... ... yds.	12,285	32,662	34,658	17,348	69,609	50,887
,, Handkerchiefs and Shawls ... No.	672,481	608,988	224,175	3,89,856	8,99,215	3,55,295
,, Hosiery... ... ... value	.....	.....	.....	17,13,115	8,92,961	11,47,201
,, Lace and Patent net... ... yds.	247,939	80,185	8,276	1,40,470	41,429	11,769
,, Grey Piece-Goods ... ... ,,	35,891,781	32,053,188	46,861,115	1,86,12,428	1,80,66,029	2,06,88,767
,, White ,, ... ,,	16,480,036	58,65,073	6 838,031	90,09,219	33,55,749	38,1 ,839
,, Coloured, Printed or Lyed Piece-Goods ... ... ,,	23,824,740	13,147,322	10,952,862	1,44,04,383	84,85,330	75,59,887
,, Fents of all descriptions ... ,,	56,769	19,585	26,756	41,386	7,998	12,074

Cotton—Thread-Sewing	lbs.	242,277	94,333	88,314	5,72,403	2,08,503	1,77,652
„ Manufactures, other Sorts ...	„	163,842	305,897	267,550	2,56,653	4,78,403	2,98,959
Haberdashery and Millinery ...	value.	.....	.....	.....	7,00,702	4,91,939	8,94,829
Silk—Raw	lbs.	157,075	100,347	42,188	11,75,325	4,86,558	3,17,664
„ Yarn noils and warps	„	18,457	16,197	80,767	40,620	29,050	4,25,442
„ Goods mixed with other materials	yds.	373,994	49,576	40,501	5,55,339	87,187	84,000
„ Piece Goods	„	2,008,054	844,557	706,767	36,42,060	16,56,852	12,13,840
„ Thread, Sewing	lbs.	3,751	1,437	1,150	18,040	7,385	6,600
„ Manufactures other Sorts ...	„	5,907	4,363	4,396	38,167	34,333	30,484
Wool—Raw	„	150,528	14,224	12,488	1,28,264	13,770	6,675
„ Piece Goods	yds.	395,803	233,547	102,164	20,52,715	10,65,237	9,37,669
„ Shawls	No.	2,380	6,567	6,669	25,950	34,753	39,843
„ Manufactures other Sorts ...	lbs.	405,650	180,985	300,434	9,14,984	9,90,413	17,03,929
Tobacco Unmanufactured	„	313,455	634,672	518,755	3,60,269	5,62,305	4,68,703
„ Manufactured	„	222,582	124,989	73,137	8,91,102	4,35,057	3,49,720
Toys and Requisites for Games & Sports	value.	.....	.....	.....	2,46,985	1,76,655	1,61,371
Umbrellas, Parasols and Sunshades ...	No.	40,702	14,165	21,723	1,24,752	53,569	77,460
Wood and Timber—							
Timber—Teak	cubic tons.	169	175	31	48,032	65,603	12,509
„ other...	„	392	526	92	88,798	1,27,109	23,519
Wood—Ornamental	value.	.....	.....	.....	5,265	3,970	8,700
„ Manufacture of (other than cabinetware and furniture) ...	„	.....	.....	.....	1,63,131	7,10,165	5,28,825
Articles re-exported by Post	„	.....	.....	.....	19,66,383	28,13,391	23,14,210
All other Articles	„	.....	.....	.....	22,07,625	20,89,759	29,72,616
Total Value ...	Rs.	.....	.....	.....	12,09,02,024	11,93,73,633	10,23,28,323
Total Indian and Foreign Merchandise	Rs.	.....	.....	.....	1,13,19,60,192	77,52,59,283	82,44,52,223
Treasure—Gold (Private)...	ozs.	1,220,395	2,648,246	2,001,893	6,93,10,881	19,55,52,527	16,30,74,988
„ Silver (do.)...	„	2,356,656	12,795,509	8,024,248	28,81,848	2,55,43,097	1,95,38,793
Total Treasure ...	ozs.	3,577,051	15,443,755	10,026,141	7,21,92,729	22,10,94,624	18,26,13,781
Grand Total ...	Rs.	.....	.....	.....	1,20,41,52,921	99,63,55,907	1,00,70,66,004

Exports of Cotton, Wool, Linseed, Rape Seed, Gingelly Seed, Wheat and Myrabollams from Bombay to Europe (including Port Said for orders) during the years 1892 *to* 1922.

Year.	Cotton.	Wool and Goat Hair.	Linseed.	Rape Seed.	Gingelly Seed.	Wheat.	Myrabollams.
	F. P. Bales.	F. P. Bales.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
1892	954,243	53,275	3,805,823	1,758,459	1,227,560	9,374,762	620,133
1893	857,771	49,538	4,319,264	4,275,862	1,510,317	5,043,690	563,053
1894	797,070	54,678	5,389,941	3,306,108	1,126,418	1,561,048	1,076,482
1895	624,465	61,586	2,639,749	1,829,827	1,379,335	2,522,933	775,582
1896	772,258	58,520	3,214,613	1,495,463	1,186,842	1,429,572	839,314
1897	511,899	51,710	775,838	1,874,663	831,398	5,343	555,081
1898	490,544	51,653	2,729,122	2,287,393	1,847,419	5,781,881	635,732
1899	500,232	53,272	2,136,142	1,967,680	1,613,679	2,852,863	752,343
1900	232,425	40,611	811,128	1,050,052	1,613,135	608	878,740
1901	560,434	33,091	1,754,701	2,586,544	1,704,817	38,619	728,055
1902	577,929	39,793	2,017,704	2,742,283	1,881,426	211,397	1,079,241
1903	958,199	49,332	2,957,635	2,614,181	3,063,821	2,783,625	748,137
1904	926,295	58,319	3,808,798	2,182,881	2,266,118	5,302,304	958,886

1905	667,323	63,666	3,485,956	728,041	1,420,503	4,205,315	621,298
1906	989,693	59,101	1,889,089	829,438	1,578,931	485,747	779,584
1907	1,126,376	54,390	2,333,472	2,026,544	2,235,206	552,660	848,293
1908	659,822	47,344	1,646,806	802,923	1,018,619	12,740	1,304,388
1909	672,247	69,121	1,843,403	1,273,005	1,620,631	2,177,644	828,110
1910	1,153,233	68,059	2,546,238	2,137,828	2,864,185	1,673,016	1,158,387
1911	776,417	62,721	4,905,089	1,384,053	2,016,231	3,326,327	835,285
1912	436,208	64,072	3,579,356	1,069,916	1,012,554	3,805,556	758,273
1913	736,262	63,244	3,713,812	1,042,510	1,695,993	4,997,989	618,587
1914	1,113,016	54,555	2,622,097	678,060	1,280,056	109,323	827,219
1915	403,322	82,456	1,603,837	543,494	150,068	1,593,092	644,948
1916	293,876	77,109	5,410,560	451,732	1,130,405	545,656	422,965
1917	358,378	84,151	2,630,619	321,811	639,091	4,636,634	408,692
1918	190,529	109,850	2,474,109	73,181	3,552	1,487,714	300,061
1919	337,043	63,938	2,689,540	396,514	331,022	126,416	569,816
1920	649,736	42,920	1,511,233	729,716	678,059	.. ..	481,873
1921	503,215	36,931	524,442	165,908	264,842	.....	528,809
1922	628,674	75,326	2,317,369	464,045	610,412	1,000	662,327

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at Ports in British India

EN

YEAR.	With Cargoes.						In	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.
1912-1913 ...	753	74,624	2,335	6,206,570	3,088	6,281,194	374	30,497
1913-1914 ...	707	59,280	2,461	6,725,603	3,168	6,784,883	393	32,420
1914-1915 ...	735	61,034	2,155	4,996,121	2,890	5,060,155	435	29,780
1915-1916 ...	841	76,169	2,018	4,276,172	2,859	4,352,341	502	39,515
1916-1917 ...	1,305	111,400	1,944	3,938,226	3,249	4,049,716	797	66,085
1917-1918 ...	1,440	131,528	1,905	3,278,911	3,345	3,410,439	1,334	116,262
1918-1919 ...	1,151	113,900	1,975	3,639,088	3,126	3,752,988	851	89,200
1919-1920 ..	1,050	106,104	2,085	5,060,216	3,135	5,166,320	431	48,365
1920-1921 ...	887	88,057	2,432	6,472,974	3,319	6,561,031	396	47,218
1921-1922 ...	853	88,901	2,522	3,877,448	3,375	6,966,349	267	34,553

CLEAR

1912-1913 ..	992	92,811	3,113	8,289,177	4,105	8,381,988	74	6,804
1913-1914 ...	1,033	88,211	2,979	8,163,976	4,012	8,252,187	74	5,650
1914-1915 ...	1,128	93,243	2,578	5,890,335	3,706	5,983,578	51	3,136
1915-1916 ...	1,493	133,089	2,776	5,689,745	4,269	5,822,834	51	3,737
1916-1917 ..	2,349	201,676	2,836	5,688,762	5,185	5,890,438	89	6,027
1917-1918 ...	3,085	272,743	2,774	5,224,733	5,859	5,497,481	62	3,791
1918-1919 ..	2,219	243,281	2,510	4,898,810	4,729	5,142,091	72	4,109
1919-1920 ..	1,447	160,891	2,491	6,002,962	3,938	6,163,853	105	9,411
1920-1921 ...	1,238	137,038	2,706	6,908,705	3,944	7,045,743	96	9,342
1921-1922 ...	1,072	118,979	2,457	6,433,979	3,529	6,552,958	83	7,945

EIGN TRADE.

Entered and Cleared with cargoes and in Ballast, from and to Foreign in each Official Year from 1912-1913 *to* 1921-22.

TERED.

Ballast.				Total.				
Steam.		Total.		Sailing.		Steam.		Grand Total.
Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Sailing & Steam Vessels.	Net Tons.
946	2,415,936	1,320	2,446,433	1,127	105,121	3,281	8,622,506	4,408	8,727,627
733	1,806,776	1,126	1,839,196	1,100	91,700	3,194	8,532,379	4,294	8,624,079
612	1,222,610	1,047	1,252,390	1,170	93,814	2,767	6,218,731	3,937	6,312,545
851	1,646,503	1,353	1,696,018	1,348	115,684	2,869	5,922,675	4,212	6,038,359
962	1,776,029	1,759	1,842,114	2,102	177,575	2,906	5,714,255	5,008	5,891,830
820	1,722,967	2,154	1,839,229	2,774	247,790	2,725	5,001,878	5,499	5,249,668
667	1,410,287	1,518	1,499,487	2,002	203,100	2,642	5,049,375	4,662	5,253,951
506	1,283,611	937	1,331,976	1,481	154,469	2,591	6,343,827	4,072	6,498,296
616	1,438,226	1,012	1,485,444	1,283	135,275	3,048	7,911,200	4,331	8,046,475
366	640,908	573	675,461	1,120	123,454	2,828	7,518,356	3,948	7,641,810

ED.

162	367,972	236	374,776	1,066	99,615	3,275	8,657,149	4,341	8,756,764
237	504,492	311	510,142	1,107	93,861	3,216	8,668,468	4,323	8,762,329
266	558,626	317	561,762	1,179	96,379	2,844	6,448,961	4,023	6,545,342
102	287,372	153	291,109	1,544	136,826	2,878	5,977,117	4,422	6,113,943
104	166,668	193	172,695	2,438	207,703	2,940	5,855,430	5,378	6,063,133
39	116,923	101	120,714	3,147	276,539	2,813	5,341,656	5,960	5,618,195
59	138,730	131	142,839	2,291	247,390	2,569	5,037,540	4,860	5,284,930
113	328,432	218	337,843	1,552	170,302	2,604	6,331,394	4,156	6,501,696
132	371,661	228	384,003	1,334	146,380	2,838	7,280,366	4,172	7,426,746
477	1,452,254	560	1,460,199	1,155	126,924	2,934	7,886,233	4,089	8,013,157

SHIPPING—FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam, which Countries at the Chief Port of the Bombay Presidency

EN

YEAR.	WITH CARGOES.						IN	
	Sailing.		Steam.		Total.		Sailing.	
	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.
1912-1913 ...	165	20,464	650	1,893,534	813	1,913,998	1	177
1913-1914 ...	142	14,882	662	1,992,169	804	2,007,051	...	.....
1914-1915 ...	159	15,723	557	1,656,794	716	1,672,517	...	.....
1915-1916 ...	223	20,307	453	1,362,636	676	1,382,943	...	.....
1916-1917 ...	281	26,382	437	1,299,299	718	1,325,681	...	.....
1917-1918 ..	331	39,183	374	1,051,127	705	1,090,310	14	1,719
1918-1919 ...	300	40,834	401	1,119,059	701	1,159,893	20	3,715
1919-1920 ...	263	34,095	619	1,934,787	882	1,968,882	1	441
1920-1921 ...	202	25,676	634	2,035,763	836	2,061,439	1	125
1921-1922 ...	197	25,854	745	2,404,470	942	2,430,324	3	649

CLEAR

1912-1913 ...	118	16,023	571	1,610,650	689	1,626,673	...	.....
1913-1914 ...	113	12,055	619	1,818,005	732	1,830,060	...	.....
1914-1915 ...	117	12,503	463	1,359,300	580	1,371,803	..	.....
1915-1916 ...	211	21,466	459	1,297,026	670	1,318,492	2	282
1916-1917 ...	252	24,999	493	1,380,485	745	1,405,484	1	615
1917-1918 ...	466	54,362	430	1,203,348	896	1,257,710	1	26
1918-1919 ...	364	51,620	358	963,374	722	1,014,994	3	490
1919-1920 ...	233	31,061	638	1,937,833	871	1,968,894	7	838
1920-1921 ...	181	21,623	575	1,831,245	756	1,852,868	10	1,096
1921-1922 ...	137	17,550	479	1,571,560	616	1,589,110	5	663

EIGN TRADE.

Entered and Cleared with Cargoes and in Ballast, from and to Foreign in each Official Year from 1912-1913 *to* 1921-1922.

TERED.

Ballast.				Total.				Grand Total.	
Steam.		Total.		Sailing.		Steam.			
Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Sailing & Steam Vessels.	Net Tons.
104	276,013	105	276,190	164	20,641	754	2,169,547	918	2,190,188
101	271,231	101	271,281	142	14,882	763	2,263,450	905	2,278,332
56	145,705	56	145,705	159	15,723	613	1,802,499	772	1,818,222
158	339,689	158	389,689	223	20,307	611	1,752,325	834	1,772,632
200	372,751	200	372,751	281	26,382	637	1,672,050	918	1,698,432
60	141,810	74	143,529	315	40,902	434	1,192,937	779	1,233,839
33	85,383	53	89,103	320	41,549	434	1,204,447	754	1,248,996
113	271,652	114	272,093	264	34,536	732	2,206,439	996	2,240,975
93	198,949	94	199,074	203	25,891	727	2,234,712	930	2,260,513
39	88,046	42	88,695	200	26,503	784	2,492,516	984	2,519,019

ED.

26	80,335	26	80,335	118	16,023	597	1,690,985	715	1,707,008
38	121,231	38	121,231	113	12,055	657	1,939,236	770	1,951,297
67	188,055	67	188,055	117	12,503	530	1,547,355	647	1,559,858
27	71,633	29	71,915	213	21,748	486	1,368,659	699	1,390,407
63	44,422	64	45,037	253	25,614	556	1,424,907	809	1,450,521
12	28,872	13	28,898	467	54,388	442	1,232,220	909	1,286,608
31	66,351	34	66,841	367	52,110	389	1,029,725	756	1,081,835
61	177,780	68	178,618	240	31,899	699	2,115,613	939	2,147,512
51	135,636	61	136,732	191	22,719	626	1,966,881	817	1,989,600
246	732,015	251	732,678	142	18,213	725	2,303,575	867	2,321,788

SHIPPING FOR

Number and Tonnage of Vessels, distinguishing Sailing and Steam to Foreign Countries, at Ports in the

EN

Months.	With Cargoes.						In	
	Steamers.		Sailing Vessels.		Country Craft.		Steamers.	
	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.
January ...	58	204,476	...	...	27	3,293	2	4,331
February ...	60	211,213	...	...	41	5,146	3	7,913
March ...	64	213,519	...	..	19	1,991	4	8,393
April ...	47	168,409	...	...	30	1,462	3	4,212
May ...	56	190,334	...	....	4	379	3	11,085
June ...	47	160,764	...	...	2	161	4	14,326
July ...	47	166,957	...	...	...	...	2	6,351
August ...	52	180,545	...		...	...	5	17,851
September ...	42	156,015	...	..	2	254	1	2,732
October ...	50	184,456	...	...	30	4,257	2	4,288
November ...	44	165,968	...	....	28	3,694	2	2,453
December ...	53	198,999	...	...	25	3,048	6	15,908
Total ...	620	2,201,655	...	...	183	23,685	37	99,843

CLEA

January ...	35	117,777	...	...	26	3,640	29	83,991
February ...	42	152,210	...	...	21	1,845	18	54,669
March ...	39	143,853	...	...	11	1,359	13	39,696
April ...	44	145,286	...	...	24	2,587	21	71,904
May ...	52	183,800	...	...	7	1,119	10	28,502
June ...	38	136,971	...		...	...	12	32,613
July ...	35	126,982	...	...	...	...	4	11,367
August ...	36	135,113	...	...	...	...	16	55,049
September ...	35	121,683	...		1	124	5	16,768
October ...	35	115,779	...	...	8	749	2	6,792
November ...	37	129,416	...	...	22	3,145	6	22,949
December ...	35	134,334	...	...	21	2,259	12	40,605
Total ...	463	1,653,204	...	...	141	16,827	148	464,905

EIGN TRADE.

which Entered and Cleared with Cargoes and in Ballast, from and Bombay Presidency during the year 1922.

TERED,

Ballast.				Total.			
Sailing Vessels.		Country Craft.		With Cargoes.		In Ballast.	
Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.	Vessels.	Net Tons.
...	...	1	215	85	207,769	3	4,546
...	...	...	..	101	216,359	3	7,913
...	...	...	...	83	215,516	4	8,393
...	...	...	...	57	169,871	3	4,212
...	..	...	...	60	190,713	3	11,085
...	...	...	...	49	160,925	4	14,326
...	...	...	...	47	166,957	2	6,351
...	...	...	...	52	180,545	5	17,851
...	...	...	...	44	156,269	1	2,732
...	...	...	...	80	188,713	2	4,288
...	...	...	...	72	163,662	2	2,453
...	...	...	...	78	202,047	6	15,908
...	...	1	215	808	2,225,340	38	100,058
RED.							
...	...	...	...	61	121,417	29	83,991
...	...	...	...	63	154,065	18	54,669
...	...	1	151	50	145,212	14	39,847
..	...	...	...	68	147,873	21	71,904
...	...	...	...	59	184,919	10	28,502
...	..	..	...	38	136,971	12	32,613
...	...	...	...	35	126,982	4	11,367
...	...	...	...	36	135,113	16	55,049
...	...	...	...	36	131,807	5	16,768
...	...	...	...	43	116,528	2	6,792
...	...	...	...	59	132,561	6	22,949
...	...	...	...	56	136,593	12	40,605
...	...	1	151	604	1,670,031	149	465,056

Foreign Countries to which Cotton Grey Piece-Goods of Indian manufacture have been exported from Bombay since 1916-17.

From Government Returns.] [*Year ending 31st March.*

To	In lakhs of yards (000's omitted).					
	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
Aden and Dependencies	580·83	141·38	114·02	106·28	126·14	32·28
Mesopotamia	...	...	...	...	...	16·92
Bahrein Islands	36·25	15·70	5·23	3·76	3·10	3·64
Ceylon	·92	3·29	8·55	2·79	3·53	1·14
Straits Settlements including Labuan	15·33	24·65	15·21	18·55	9·86	1·30
Hongkong	·30	...	·21	·19	·60	...
Egypt	77·95	91·77	13·25	108·26	26·08	·72
Natal	5·14	7·30	8·44	2·38	·82	4·93
Mauritius and Dependencies ...	15·11	24·58	21·77	6·90	11·19	7·43
Tanganyika Territory	...	...	...	...	...	19·85
Anglo-Egyptian Sudan	...	...	...	...	...	14·37
Zanzibar and Pemba	50·52	21·93	11·29	27·31	24·59	14·58
Kenya Colony (formerly known as East African Protectorate)...	206·76	45·89	35·48	78·14	66·71	41·42
Seychelles	1·73	·52	·07	1·32	1·27	·59
Australia	...	·91	·47	...	·11	...
Other British Possessions ..	·16	3·18	·48	·05	·03	...
Turkey, European	...	...	...	3·00	·66	...
Syria	...	...	...	...	...	1·64
Turkey, Asiatic, Levant and Black Sea ...	...	...	...	·15	·16	...
,, ,, Red Sea ...	37·82	23·08	2·33	16·25	4·30	...
,, ,, Persian Gulf...	124·78	81·05	105·31	172·63	61·42	*
Muscat Territory and Trucial Oman	11·24	9·33	10·96	8·67	5·15	3·17
Other Native States in Arabia...	27·21	5·49	1·94	3·36	2·82	2·43
Persia	179·27	147·04	64·75	54·24	26·92	13·84
Java	...	1·87	·07	...	·60	·04
Siam	37·63	53·19	8·42	44·37	22·26	16·87
China exclusive of Hongkong and Macao	2·30	...	...	2·81	...	·07
Japan	...	...	·47	·10	...	...
Portuguese East Africa	79·76	35·94	49·50	38·86	32·07	35·98
Madagascar	8·15	3·75	1·68	·31	·74	...
Reunion	2·33	...	2·29	·91	·29	...
German East Africa	·98	1·85	6·00	12·18	28·42	†
Italian ,, ,, ...	44·80	13·44	2·59	6·44	13·20	4·73
French Somalilands	...	7·49	21·76	4·56	...	...
Other Foreign Countries ...	·01	·13	...	...	...	...
Total Grey Piece-Goods ...	1,550·78	742·75	512·54	724·74	473·16	237·95
Value in Lakhs of Rupees ...	250·65	167·58	17·83	284·24	216·13	96·20

* Shown under Mesopotamia. † Shown under Tanganyika Territory.

Foreign Countries to which Indian Cotton Yarn have been exported from Bombay since 1916-17.

From Government Returns.] [*Year ending 31st March.*

To	In lakhs of lbs. (000's omitted).					
	1916-17.	1917-18.	1918-19.	1919-20.	1920-21.	1921-22.
United Kingdom	23·22	6·32	5·06	6·55	6·47	·63
Malta and Gozo	·56	...	·06	...	...	·08
Cyprus	·16	·04	·10	·36	2·90	2·32
Aden and Dependencies... ...	5·45	10·44	28·89	15·18	25·79	25·91
Bahrein Islands	2·60	·93	1·15	1·76	3·01	1·69
Palestine	...	...	...	...	...	·08
Mesopotamia	...	...	...	...	...	10·23
Ceylon	1·31	1·54	1·65	·78	1·82	1·38
Straits Settlements including Labuan	45·56	34·38	20·44	36·80	32·84	25·53
Hongkong	654·02	441·71	319·45	558·94	380·64	434·95
Natal	...	...	...	...	...	·14
Tanganyika Territory	...	...	...	...	...	·02
Anglo-Egyptian Sudan ...	...	...	...	...	...	·03
Egypt	70·24	72·18	47·33	70·53	33·81	46·74
Zanzibar and Pemba	·55	·23	·41	·39	·58	·40
Kenya Colony (formerly known as East African Protectorate).	·14	·09	·17	·9	·17	·21
New South Wales	·10	·07	·08	...	·15	·02
Other British Possessions ...	·01	·20	·02	·06	...	...
Germany	...	...	...	·22	·25	...
France	...	...	...	·12	...	·01
Italy	·10	·03	...	...	...	...
Greece	...	...	...	·99	·43	·74
Tripoli	...	...	...	...	...	·66
Serbcroat Slovene State (Jugo-Slavia)	...	...	...	...	...	·20
Syria	...	...	...	...	...	11·50
Smyrna	...	...	...	...	...	·37
Turkey European	...	...	...	·38	1·29	...
Turkey, Asiatic, Levant and Black Sea ...	...	...	·57	26·51	10·79	...
" Red Sea ...	·29	·08	·26	1·33	·33	...
" Persian Gulf	1·53	5·44	6·48	20·85	15·32	*
Muscat Territory and Trucial Oman	2·72	1·75	1·26	·92	1·81	2·07
Other Native States in Arabia...	1·92	2·63	1·63	·38	·53	1·29
Persia	54·82	24·19	11·29	31·91	26·77	32·49
Java	10·14	5·01	6·14	2·36	8·08	1·69
Siam	11·07	11·76	4·93	9·53	7·89	17·57
Phillippine Islands and Guano...	·74	·22	·30	·50	·26	·66
China exclusive of Hongkong and Macao	760·97	554·59	164·95	567·63	215·84	100·88
Japan	...	·43	1·02	12·16	...	2·54
Portuguese East Africa	·02	...	...	·01	·01	·03
German East Africa	...	·04	·01	·01	·02	†
Italian East Africa (Somaliland and Eritrea)	·46	·23	·95	·17	·79	·57
French Somaliland	·04	·07	·83	·27	·28	...
Other Foreign Countries ...	·01	·02	·08	...	·22	...
Total Yarns ..	1,658·75	1,174·57	625·52	1,367·69	779·08	788·66
Value in lakhs of Rupees ...	777·65	723·26	707·66	1,619·47	943·76	745·24

* Shown under Mesopotamia

† Shown under Tanganyika Territory.

Weekly Current Quotations as Estimated by the Committee of the Bombay Chamber of Com

QUOTATIONS.	Week ending 7th January.	Week ending 14th January.	Week ending 21st January.	Week ending 28th January.	Week ending 4th February.	Week ending 11th February.	Week ending 18th February.	Week ending 25th February.	Week ending 4th March.	Week ending 11th March.	Week ending 18th March.	Week ending 25th March.	Week ending 1st April.	Week ending 8th April.	Week ending 15th April.	Week ending 22nd April.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills, Telegraphic Transfer	1s. 3 29/32d.	1s. 3 27/32d.	1s. 3 25/32d.	1s. 3 11/16d.	1s. 3 21/32d.	1s. 3 9/16d.	1s. 3 9/16d.	1s. 3 9/32d.	1s. 3 5/16d.	1s. 3 5/16d.	1s. 3 5/16d.	1s. 3 9/32d.	1s. 3 5/32d.	1s. 3 1/8d.	1s. 3 3/32d.	1s. 3 3/32d.
On England Bank Bills, Sight	1s. 3 15/16d.	1s. 3 7/8d.	1s. 3 15/16d.	1s. 3 27/32d.	1s. 3 13/16d.	1s. 3 19/32d.	1s. 3 19/32d.	1s. 3 5/16d.	1s. 3 11/32d.	1s. 3 11/32d.	1s. 3 11/32d.	1s. 3 5/16d.	1s. 3 5/16d.	1s. 2 5/32d.	1s. 3 1/8d.	1s. 3 1/8d.
On England Bank Bills, 3 months'	1s. 4 1/16d	1s. 4d.	1s. 3 15/16d.	1s. 3 27/32d.	1s. 3 25/32d.	1s. 3 15/16d.	1s. 3 23/32d.	1s. 3 7/16d.	1s. 3 9/32d.	1s. 3 5/16d.	1s. 3 7/16d.	1s. 3 13/32d.	1s. 3 9/32d.	1s. 3 1/4d.	1s. 3 5/16d.	1s. 3 3/8d.
On England Bank Bills, 4 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
On England Bank Bills, 6 "	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Class Credits ... ... 3 months' sight.	1s. 4 1/4d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 5/8d.	1s. 3 7/16d.	1s. 3 5/8d.	1s. 3 19/32d.	1s. 3 9/16d.	1s. 3 7/16d.	1s. 3 13/32d.	1s. 3 11/32d.	1s. 3 5/16d.
First Class Credits ... ... 4 "	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 3 1/2d.	1s. 3 11/16d.	1s. 3 11/16d.	1s. 3 21/32d.	1s. 3 5/8d.	1s. 3 5/8d.	1s. 3 15/32d.	1s. 3 13/32d.	1s. 3 3/8d.
First Class Credits ... ... 6 "	1s. 4 7/16d.	1s. 4 7/16d.	1s. 4 3/8d.	1s. 4 3/16d.	1s. 4 5/32d.	1s. 4 3/32d.	1s. 4 1/16d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 5/8d.	1s. 3 13/16d.	1s. 3 3/4d.	1s. 3 5d.	1s. 3 19/32d.	1s. 3 17/32d.	1s. 3 1/2d.
Documents ... ... 3 months' sight.	1s. 4 5/16d.	1s. 4 1/4d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 1/2d.	1s. 3 11/16d.	1s. 3 11/16d.	1s. 3 21/32d.	1s. 3 5/8d.	1s. 3 1/2d.	1s. 3 15/32d.	1s. 3 13/32d.	1s. 3 3/8d.
Documents ... ... 4 "	1s. 4 5/8d.	1s. 4 3/16d.	1s. 4 1/8d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/16d.	1s. 3 31/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 3 29/32d.	1s. 3 11/16d.	1s. 3 11/16d.	1s. 3 9/16d.	1s. 3 7/16d.	1s. 3 7/16d.
Documents ... ... 6 "	1s. 4 9/16d.	1s. 4 9/16d.	1s. 4 7/16d.	1s. 4 5/16d	1s. 4 7/32d.	1s. 4 3/16d.	1s. 4 3/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 13/16d.	1s. 3 11/16d.	1s. 3 11/16d.
French Francs D/A ... ... sight.	357	348	346	345	348	336	333	317	315	316	317	316	314	311	308	304
" ... ... 3 months' "	367	358	356	355	358	346	343	327	325	326	327	326	324	321	318	314
On Calcutta Bank Telegraphic Transfer	100 1/32	100	100 1/32	100 1/32	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/32	100 1/16	100 1/32	100 1/32
Mercantile Bills 30 days' sight. Hongkong per 100 Dollars.	Rs. 187 0 0	Nominal.	Rs. 187 0 0	Rs. 190 0 0	Rs. 185 0 0	Nominal.	Rs. 176 0 0	Nominal.	Rs. 173 0 0	Nominal.	Rs. 177 0 0	Rs. 177 0 0	Rs. 185 0 0	Rs. 187 0 0	Rs. 184 0 0	Rs. 185 0 0
Mercantile Bills 30 days' sight. Shanghai per 100 Taels	Nominal.	"	" 245 0 0	" 245 0 0	" 242 0 0		" 235 0 0	Nominal.	" 168 0 0	Nominal.	" 166 8 0	" 242 0 0	" 247 0 0	" 244 0 0	Nominal.	Rs. 261 0 0
Mercantile Bills 30 days' sight. Japan per 100 Yens	" 172 0 0	Rs. 164 8	" 165 0 0	" 167 0 0	" 164 0 0	Rs. 161 0 0	" 162 0 0	Rs. 165 0 0	" 163 0 0	" 166 0 0	" 166 8 0	" 167 0 0	" 166 0 0	" 167 0 0	Rs. 166 0 0	" 166 0 0
English Bar Gold, 100 touch (per tola) ...	" 28 3 0	" 28 1	" 28 2 0	" 28 3 0	" 27 15 0	" 28 3 0	" 28 1 0	" 28 2 0	" 28 3 0	" 28 3 0	" 28 8 0	" 28 11 0	" 28 13 0	" 28 7 0	" 28 7 0	" 28 7 0
Sovereigns	" 17 11 0	" 17 12 0	" 17 12 0	" 17 12 0	" 17 10 0	" 17 13 0	" 17 10 0	" 17 12 0	" 17 13 0	" 17 11 0	" 17 12 0	" 17 14 0	" 17 14 0	" 17 13 0	" 17 13 0	
Bar Silver	" 89 10 0 Rdy.	" 90 12 0 Rdy.	" 90 9 0 Rdy.	" 92 8 0 Rdy.	" 92 8 0 Rdy.	" 92 12 0 Rdy.	" 92 [illegible] 0 Rdy.	" 91 2 0 Rdy.	" 88 12 0 Rdy.	" 90 12 0 Rdy.	" 90 6 0 Rdy.	" 89 14 0 Rdy.	" 90 15 0 Rdy.	" 91 0 0 Rdy.	" 90 7 0 Rdy.	" 92 15 0 Rdy.
Bar Silver	" 89 1 0 Fwd	" 90 5 Fwd	" 90 7 0 Fwd.	" 90 5 0 Fwd.	" [illegible] 8 0 Fwd.	" 90 5 0 Fwd.	" 89 14 0 Fwd.	" 87 14 0 Fwd.	" 88 0 0 Fwd.	" 89 0 0 Fwd.	" 89 8 0 Fwd.	" 89 9 0 Fwd.	" 90 11 0 Fwd.	" 91 3 0 Fwd.	" 90 10 0 Fwd.	" 93 7 0 Fwd
RATES OF DISCOUNT.																
Bank Rate of Discount on Private Bills, 60 days' sight	8 per cent.	8 per cent.	8 1/2 per cent.	8 1/2 per cent.	8 1/2 per cent.	8 per cent.	8 1/2 per cent.	8 1/2 per cent.	8 1/2 per cent.	8 1/2 per cent.	8 1/2 per cent.	8 1/2 per cent.	8½ per cent.	8½ per cent.	8½ per cent.	8½ per cent.
Bank Rate of Interest on Demand Loans on Government Securities	7 "	7 "	7 "	7 "	7 "	7 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "	8 "
Rate of Interest in the Open Market on Government Paper	7 "	7 "	7 "	7 "	6 "	6 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	7 "	8 "	7 "
Money Market	Firm.	Firm.	Firm.	Steady.	Steady.	Steady.	Firm.	Firm.	Steady.	Firm.	Firm.	Firm.	Firm.	Firm	Firm.	Firm.
GOVERNMENT SECURITIES.																
Three-and-a-half per cent.	Rs. 59 4	Rs. 58 4 0	Rs. 58 0 0	Rs. 57 12 0	Rs. 56 8 0	Rs. 56 8 0	Rs. 56 8 0	Rs. 56 8 0	Rs. 56 8 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 56 0 0	Rs. 57 0 0
Three per cent.	" 51 0 Nom.	" 50 0 0	" 49 8 0 Nom.	" 49 0 0 Nom.	" 48 0 0 Nom.	" 48 0 0 Nom.	" 48 8 0 Nom.	" 48 0 0 Nom	" 48 0 0 Nom	" 47 0 0 Nom.	" 48 0 0 Nom.	" 48 0 0 Nom.	" 48 0 0 Nom.	" 48 0 0 Nom	" 48 0 0 Nom	" 48 12 0 Nom
Government Paper enfaced for London	" *Nil.*	" 2,00,000	*Nil.*	*Nil.*	" 2,24,700	" 53,000	" 6,00,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	" 2,000	" 8,000	" 50,00,000	
" Paper enfaced from London to Bombay	" *Nil.*	*Nil.*	*Nil.*	Rs. 2,00,000	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	*Nil.*	Rs. 2,000	*Nil.*	*Nil.*	" 24,700	" 10,000	
IMPORTS.																
Piece-Goods Market	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Dull.	Dull.	Quiet.	Quiet.	Steady.	Steady.	Steady.	Steady.	Steady.	Steady.
7lbs. 33in. 37½ yds. Grey Shirtings (per piece)	Rs. 13 4 0	Rs. 13 4 0	Rs. 13 4 0	Rs. 13 4 0	Rs. 13 4 0	Rs. 13 4 0	Rs. 12 8 0	Rs. 12 8 0	Rs. 12 8 0	Rs. 12 8 0	Rs. 12 8 0	Rs. 13 0 0	Rs. 13 0 0	Rs. 13 8 0	Rs. 13 8 0	Rs. 13 8 0
8lbs. 38in. 37½ to 38 yds. "	" 15 4 0	" 15 4 0	" 15 4 0	" 15 4 0	" 15 4 0	" 15 4 0	" 14 8 0	" 14 8 0	" 14 8 0	" 14 8 0	" 14 8 0	" 15 4 0	" 15 4 0	" 16 0 0	" 16 0 0	" 16 0 0
No. 40's Water Twist (per lb.)	" 1 13 0	" 1 13 0	" 1 14 0	" 1 12 0	" 1 12 0	" 1 9 0	" 1 9 0	" 1 10 0	" 1 9 6	" 1 10 0	" 1 9 6	" 1 9 6	" 1 10 0	" 1 10 0	" 1 10 0	" 1 10 0
No. 30's	" 1 10 0	" 1 10 0	" 1 10 0	" 1 9 0	" 1 9 0	" 1 6 6	" 1 6 0	" 1 6 6	" 1 7 0	" 1 7 0	" 1 7 0	" 1 7 0	" 1 7 0	" 1 7 0	" 1 7 0	" 1 7 0
Copper Brazers (in bundles per cwt.)	" 85 0 0	" 84 0 0	" 84 0 0	" 83 0 0	" 85 0 0	" 83 0 0	" 83 0 0	" 85 0 0	" 86 0 0	" 87 0 0	" 87 0 0	" 87 0 0	" 87 0 0	" 88 0 0	" 88 0 0	" 88 0 0
Yellow Metal " "	" 74 0 0	" 74 0 0	" 74 0 0	" 73 0 0	" 73 0 0	" 73 0 0	" 73 0 0	" 73 0 0	" 74 0 0	" 74 0 0	" 74 0 0	" 74 0 0	" 74 0 0	" 74 0 0	" 74 0 0	" 74 0 0
Belgian No. 2 Bar Iron (per candy of 746½ lbs.)	" 60 0 0	" 65 0 0	" 65 0 0	" 62 0 0	" 60 0 0	" 65 0 0	" 60 0 0	" 60 0 0	" 58 0 0	" 56 0 0	" 56 0 0	" 56 0 0	" 56 0 0	" 55 0 0	" 55 0 0	" 55 0 0
Basic Steel " "	" 60 0 0	" 65 0 0	" 65 0 0	" 62 0 0	" 60 0 0	" 65 0 0	" 60 0 0	" 60 0 0	" 58 0 0	" 56 0 0	" 56 0 0	" 56 0 0	" 56 0 0	" 55 0 0	" 55 0 0	" 55 0 0
Swedish Bar Iron " " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar, Ordinary Crystals Beet (per cwt. ex. Godown)	Rs. 19 6 0 Not in stock.	Rs. 19-6-0 Not in stock.	Rs. 20 8 0	Rs. 22 0 0	Rs. 20 12 0	Rs. 20 12 0	Rs. 20 8 0	Rs. 20 8 0	Rs. 21 8 0	Rs. 21 12 0	Rs. 22 12 0	Rs. 22 8 0	Rs. 22 10 0	Rs. 22 12 0	Rs. 22 12 0	Rs. 23 12 0
" Mauritius, Ordinary Grains, D to J. (per cwt ex. Godown)	" 19-2-0 to 19-6-0	" 18-12-0 to 19-0-0	" 20-0-0 to 20-8-0	" 21-12-0 to 22-0-0	" 20-8-0 to 20-12-0	" 20-8-0 to 20-12-0	" 20-4-0 to 20-8-0	" 20-4-0 to 20-8-0	" 21-4-0 to 21-8-0	" 21-8-0 to 21-12-0	" 22-8-0 to 22-12-0	" 22-4-0 to 22-8-0	" 22-6-0 to 22-10-0	" 22-8-0 to 22-12-0	" 22-8-0 to 22-12-0	" 23-8-0 to 23
" China Best Soft White (per cwt. ")	" 22 0 0	" 22 0 0	" 23 0 0	" 24 0 0	" 23 0 0	" 23 0 0	" 23 0 0	" 23 8 0	" 24 0 0	" 25 0 0	" 25 0 0	" 25 0 0	" 25 0 0	" 25 0 0	" 25 0 0 Not in stock.	" 25 0 0 Nom
" Java White Granulated T. M. O. quality (per cwt. ex. Godown)	" 19 6 0	" 19 0 0	" 20 8 0	" 22 0 0	" 20 12 0	" 20 12 0	" 21 0 0	" 21 0 0	" 22 0 0	" 23 4 0	" 23 0 0	" 22 12 0	" 22 14 0	" 23 0 0	" 23 0 0	" 25 12 0
" Japan ... ... " " ...	" 19 6 0 Not in stock.	" 19 0 0 Not in stock.	" 20 8 0 Not in stock.	" 22 0 0 Nom. Not in stock.	" 20 12 0 Not in stock.	" 20 12 6 Nom.	" 20 8 0 Nom. Not in stock.	" 20 8 0 Nom. No stock.	" 21 8 0 No stock	" 21 12 0 Nom.	" 22 12 0 Nom.	" 22 8 0 Not in stock.	" 22 10 0 Nom.	" 22 12 0 Nom.	" 22 12 0 Not in stock.	" 23 12 0 Nom
COAL.																
Shaw's Best Steam (per ton) ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Shaw's Pench " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lawrie's Desharghur " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Joyramdanga " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Anthracite " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Natal (St. George's & Dundee) " ...	Rs. 31 0 0 Rdy.	Rs. 31 0 0 Rdy.	Rs. 31 0 0 Rdy.	Rs. 31 0 0 Rdy.	Rs. 33 0 0 Rdy.	Rs. 33 0 0 Rdy.	Rs. 32 0 0 Rdy.	Rs. 31 0 0 Rdy	Rs. 32 0 0 Rdy.	Rs. 34 0 0 Rdy.	Rs. 34 0 0 Rdy.	Rs. 35 0 0 Rdy.	Rs. 35 0 0 Rdy.		Rs. 32 8 0 Rdy	Rs. 32 0 0 Rdy
Davison's West Hartley " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 42 0 0	.....	.....	.....	.....
Cardiff " ...	.....	.....	.....	.....	.....	Rs. 38-0-0 Rdy. ex. Bunders.	.....	.....	.....	.....	.....	" 43 0 0	.....	.....	.....	.....
Desharghur (Bengal) " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 36 0 0	.....	.....	.....	.....
Muir's Navigation " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jardine's Navigation (Bengal) " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seebpore " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bird's Navigation " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Singarini " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bengal Good 2nd Class Steam " ...	Rs. 28-0-0 to 30-0-0 Rdy. ex. Bunders.	Rs. 30-0-0 Rdy. ex. depot.	Rs. 28-0-0 Rdy. ex. Bunder.	Rs. 28-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 Rdy. ex. Bunder.	Rs. 29-0-0 to 30-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 to 32-0-0 Rdy. ex. Bunder.	Rs. 32-0-0 to 35-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 to 32-0-0 Rdy. ex. Bunder.	Rs. 32-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 to 32-0-0 Rdy. ex. Bunder.	.....	Rs. 30-0-0 to Rs. 32-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 Rdy. ex. Bunder.
Bengal 1st Class " ...	" 32-0-0 to 34-0-0 Rdy. ex. Bunders.	" 34-0-0 to 35-0-0 Rdy. ex. depot.	" 32-0-0 Rdy. ex. Bunder.	" 30-0-0 Rdy. ex. Bunder.	" 32-0-0 Rdy. ex. Bunder.											
Welsh " ...	" 38-0-0 to 40-0-0 Rdy ex. Bunders.	" 40-0-0 Rdy. ex. depot.	" 40 0 0 Rdy ex. Bunder.	" 38-0-0 to 40-0-0 Rdy. ex. Bunder.	" 38-0-0 to 40-0-0 Rdy ex. Bunder.	.....	Rs. 40-0-0 Rdy. ex. Bunder.	Rs. 40-0-0 Rdy. ex. Bunder.	Rs. 40-0-0 Rdy. ex. Bunder.	Rs. 33 0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 38-0-0 to 40-0-0 Rdy. ex. Bunder.	.....	Rs. 38-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 29-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 39-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 39-0-0 to 40-0-0 Rdy. ex. Bunder.
South African " ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 35-0-0 Rdy. ex. Bunder.	" 36-0-0 Rdy. ex. Bunder.	.....	" 36-0-0 to 36-0-0 Rdy. ex. Bunder.	" 36-0-0 to 37-0-0 Rdy. ex. Bunder.	" 36-0-0 Rdy. ex. Bunder.	" 39-0-0 Rdy. ex. Bunder.
EXPORTS.																
Cotton Market	Weak.	Barely steady.	Quiet.	Steady.	Quiet-Steady.	Quiet.	Quiet rather easy.	Firm.	Quiet.	Steady.	Steady.	Quiet.	Firm.	Quiet but firm.	Barely steady.	Quiet.
Cotton—(Full-pressed; per candy of 784 lbs.)																
H. G. Bengals (Railway Terms) ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M. G. " " ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... F. G.	Rs. 314 January.	Rs. 300 January.	Rs. 316 January.	Rs 304 March.	Rs. 302 March	Rs. 286 March.	Rs. 290-0-0 March	Rs. 308-0-0 March.	Rs. 295-0-0 March	Rs. 318-0-0 March	Rs. 342 to Rs. 343 Mar. Nom.	Rs. 336-0-0 March.	Rs. 352 May.	Rs. 350 May.	Rs. 351 May.	Rs. 343 May.
	Rs. 324 March.	" 305 March.	" 318 March.	" 316 May.	" 308 May.	" 293 May.	" 297-0-0 May.	" 315-0-0 May.	" 305-0-0 May.	" 320-0-0 May.	" 342 to Rs. 343 May Nom.	" 358-0-0 May.		" 360 July.	" 361 July	" 349 July.
" Scind-Punjab ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " ... F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Khandeish ... ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " ... F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Dhamangaum-Poolgaum ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Nagpore-Kamptee ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " ... F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Oomrawattee (Descriptions) ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... F. G.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" Akola-Khamgaum Karanja (Fair Staple) ... ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	Rs. 404 May.	Rs. 399 May.	Rs. 401 May.	Rs 380 May.
" " " ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	" 418 July.	" 415 July.	" 418 July.	" 396 July.
" Oomra (Good Staple) ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " " ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " (Fair Staple) ... Fine	Rs. 430-0-0 Jany.	Rs. 371 January.	Rs. 372 January.	Rs. 359 March.	Rs. 449 March	Rs. 328 March.	Rs. 335-0-0 March.	Rs. 362 March.	Rs. 359 March.	Rs. 348 March	Rs. 371 March.	Rs. 372 March.				
" " ... F. G.	" 420-0-0 March	" 379 March.	" 382 March.	" 371 May.	" 459 May.	" 341 May.	" 349-0-0 May.	" 375 May.	" 366 May.	" 362 May.	" 381 May.	" 381 May.				
" Broach ... Fine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ling ril.	Week ending 29th April.	Week ending 6th May.	Week ending 13th May.	Week ending 20th May.	Week ending 27th May.	Week ending 3rd June.	Week ending 10th June.	Week ending 17th June.	Week ending 23rd June.	Week ending 30th June.	Week ending 7th July.	Week ending 14th July.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready	Ready.	Ready.	Ready.	Ready.
	1s. 3 1/8d. 1s. 3 5/32d. 1s. 3 1/4d.	1s. 3 1/4d. 1s. 3 9/32d. 1s. 3 11/32d.	1s. 3 9/16d. 1s. 3 19/32d. 1s. 3 27/32d.	1s. 3 9/16d. 1s. 3 19/32d. 1s. 3 21/32d.	1s. 3 11/16d. 1s. 3 23/32d. 1s. 3 25/32d.	1s. 3 21/32d. 1s. 3 11/16d. 1s. 3 3/4d.	1s. 3 17/32d. 1s. 3 9/16d. 1s. 3 5/8d.	1s. 3 17/32d. 1s. 3 9/16d. 1s. 3 5/8d.	1s. 3 9/16d. 1s. 3 19/32d. 1s. 3 21/32d.	1s. 3 5/8d. 1s. 3 23/32d 1s. 3 25/32d.	1s. 3 11/16d. 1s. 3 23/32d. 1s. 3 25/32d.	1s. 3 19/32d. 1s. 3 5/8d. 1s. 3 11/16d.
	1s. 3 11/32d. 1s. 3 13/32d. 1s. 3 9/16d.	1s. 3 15/32d. 1s. 3 1/2d. 1s. 3 5/8d.	1s. 3 13/16d. 1s. 3 7/8d. 1s. 4d.	1s. 3 15/16d. 1s. 3 7/8d. 1s. 4d.	1s. 3 29/32d. 1s. 3 31/32d. 1s. 4 1/16d.	1s. 3 7/8d. 1s. 3 15/16d. 1s. 4 1/32d.	1s. 3 3/4d. 1s. 3 13/16d. 1s. 3 29/32d.	1s. 3 3/4d. 1s. 3 13/16d. 1s. 3 29/32d.	1s. 3 25/32d. 1s. 3 27/32d. 1s. 3 31/32d.	1s. 3 27/32d. 1s. 3 7/8d. 1s. 4d.	1s. 3 7/8d. 1s. 3 15/16d. 1s. 4 1/32d.	1s. 3 13/16d. 1s. 3 7/8d. 1s. 3 31/32d.
	1s. 3 13/32d. 1s. 3 15/32d. 1s. 3 11/16d.	1s. 3 17/32d. 1s. 3 9/16d. 1s. 3 3/4d.	1s. 3 7/8d. 1s. 3 15/16d. 1s. 4 1/8d.	1s. 3 7/8d. 1s. 3 15/16d. 1s. 4 1/8d.	1s. 3 31/32d. 1s. 4 1/32d. 1s. 4 3/16.	1s. 3 15/16d. 1s. 4d. 1s. 4 5/32d.	1s. 3 13/16d. 1s. 3 7/8d. 1s. 4 1/32d.	1s. 3 13/16d. 1s. 3 7/8d. 1s. 4 1/32d.	1s. 3 27/32d. 1s. 3 29/32d. 1s. 4 3/32d.	1s. 3 29/32d. 1s. 3 15/16d. 1s. 4 1/8d.	1s. 3 15/16d. 1s. 4d. 1s. 4 3/32d.	1s. 3 7/8d. 1s. 3 15/16d. 1s. 4 3/32d.
	308 318 100 1/32	314 324 100 1/32	321 331 100 1/32	315 325 100 1/32	325 335 100 1/16	325 335 100 1/16	325 335 100 1/32	333 343 100 1/32	339 349 100 1/32	348 358 100 1/32	364 374 100 1/32	357 367 100
	Rs. 189 0 0 „ 252 0 0 „ 165 0 0	Rs. 191 0 0 „ 260 0 0 „ 163 8 0	Nominal. Rs. 159 0 0	Rs. 149 0 0 Nominal. Rs. 159 0 0	Rs. 184 0 0 „ 259 0 0 „ 158 8 0	Rs. 182 0 0 „ 256 0 0 „ 159 8 0	Rs. 182 0 0 „ 257 0 0 „ 159 0 0	Rs. 185 0 0 „ 260 0 0 „ 161 0 0	Rs. 188 0 0 „ 268 0 0 „ 162 0 0	Rs. 184 0 0 „ 255 0 0 „ 162 8 0	Rs. a. p. 183 0 0 255 0 0 161 0 0	Rs. a. p. 183 0 0 256 0 0 161 0 0
	„ 28 3 0	„ 28 2 0	„ 27 9 0	„ 27 2 0	„ 27 3 6	„ 27 4 0	„ 27 0 6	„ 27 0 0	„ 27 4 4	„ 27 1 0	26 18 6	26 14 0
Rdy. Fwd.	„ 17 12 0 „ 93 6 0 Rdy. „ 93 8 0 Fwd.	„ 17 13 0 „ 95 4 0 Rdy. „ 94 14 0 Fwd.	„ 17 11 0 „ 94 11 0 Rdy. „ 94 5 0 Fwd.	„ 17 4 0 „ 95 12 0 Rdy. „ 96 2 0 Fwd.	„ 17 7 0 „ 95 12 0 Rdy. „ 95 9 0 Fwd.	„ 17 2 0 „ 95 6 0 Rdy. „ 94 12 0 Fwd.	„ 17 2 0 „ 97 0 0 Rdy. „ 94 8 0 Fwd.	„ 17 1 0 „ 91 5 0 Rdy. „ 94 6 0 Fwd.	„ 17 1 0 „ 94 12 0 Rdy. „ 94 6 0 Fwd.	„ 17 0 0 „ 94 8 0 Rdy „ 94 6 0 Fwd.	16 13 0 94 0 0 Rdy. 94 4 0 Fwd.	16 15 0 93 16 0 Rdy. 93 14 0 Fwd.
	7½ per cent. 7 „ 6 „ Steady.	7½ per cent. 7 „ 6 „ Steady.	7½ per cent. 7 „ 6 „ Firm.	7½ per cent. 7 „ 7 „ Steady.	7½ per cent. 7 „ 7 „ Steady	7 per cent. 6 „ 6 „ Steady.	6 per cent. 6 „ 6 „ Steady.	6 per cent. 5 „ 5 „ Easier.	5 per cent. 5 „ 5 „ Easy.	5 per cent. 5 „ 5 „ Easy.	5 per cent. 4 „ 4 „ Easy.	5 per cent. 4 „ 4 „ Easy.
Nom.	Rs. 57 0 0 „ 48 12 0 *Nil.*	Rs. 58 8 0 „ 50 0 0 Nom. *Nil.*	Rs. 59 0 0 „ 50 8 0 Nom. „ 8,500 *Nil.*	Rs. 59 0 0 „ 50 8 0 Nom. „ 11,000 *Nil.*	Rs. 59 0 0 „ 50 8 0 Nom. „ 12,500 „ 15,00,000 *Nil.*	Rs. 59 0 0 „ 50 0 0 Nom. „ 300 *Nil.*	Rs. 58 8 0 „ 50 0 0 Nom. „ 40,00,000 *Nil.*	Rs. 58 8 0 „ 50 0 0 Nom. *Nil.*	Rs. 58 8 0 „ 50 0 0 Nom. *Nil*	Rs 58 8 0 „ 50 0 0 Nom. „ 50,000 *Nil.*	Rs. 58 0 0 „ 48 0 0 Nom. „ 10,000 0 0 *Nil.*	Rs. 58 0 0 „ 49 10 0 Nom. *Nil.*
	Steady. Rs. 14 0 0 „ 16 8 0 „ 1 10 0 „ 1 7 0 „ 86 0 0 „ 73 0 0 „ 56 0 0 „ 55 0 0	Steady. Rs. 14 8 0 „ 17 0 0 „ 1 9 0 „ 1 6 0 „ 85 0 0 „ 73 0 0 „ 55 0 0 „ 56 0 0	Steady. Rs. 11 8 0 „ 17 0 0 „ 1 9 0 „ 1 6 0 „ 85 0 0 „ 73 0 0 „ 52 0 0 „ 52 0 0	Steady. Rs. 15 0 0 „ 17 8 0 „ 1 9 0 „ 1 6 0 „ 85 0 0 „ 73 0 0 „ 52 0 0 „ 52 0 0	Firm. Rs. 15 0 0 „ 17 8 0 „ 1 9 0 „ 1 6 0 „ 81 0 0 „ 72 0 0 „ 52 0 0 „ 52 0 0	Steady. Rs. 15 0 0 „ 17 8 0 „ 1 9 0 „ 1 6 0 „ 80 0 0 „ 72 8 0 „ 52 0 0 „ 52 0 0	Steady. Rs. 15 0 0 „ 17 8 0 „ 1 9 0 „ 1 6 0 „ 79 8 0 „ 72 8 0 „ 52 0 0 „ 52 0 0	Steady. Rs 15 0 0 „ 17 8 0 „ 1 9 0 „ 1 6 0 „ 80 8 0 „ 73 0 0 „ 52 0 0 „ 52 0 0	Steady. Rs. 15 8 0 „ 17 8 0 „ 1 9 0 „ 1 6 0 „ 80 0 0 „ 73 0 0 „ 52 0 0 „ 52 0 0	Steady. Rs. 15 8 0 „ 17 8 0 „ 1 10 0 „ 1 7 0 „ 79 8 0 „ 73 0 0 „ 50 0 0 „ 50 0 0	Steady. Rs. 15 8 0 „ 17 8 0 „ 1 10 0 „ 1 7 0 „ 80 0 0 „ 73 0 0 „ 50 0 0 „ 50 0 0	Steady. Rs. 15 8 0 „ 17 8 0 „ 1 9 6 „ 1 7 0 „ 80 0 0 „ 73 0 0 „ 50 0 0 „ 50 0 0
-12-0	Rs 28 12 0 „ 23-8-0 to 23-12-0	Rs. 28 12 0 „ 23-4-0 to 23-8-0	Rs. 23 8 0 „ 23 0 0	Rs. 22 12 0 „ 22-4-0 to 22-8-0	Rs. 22 12 0 „ 22-0-0 to 22-4-0	Rs. 23 0 0 „ 22-4-0 to 22-8-0	Rs. 23 0 0 „ 22-4-0 to 22-8-0	Rs. 23 0 0 „ 22-4-0 to 22-8-0	Rs. 22 12 0 Rs. 22-0-0 to 22-4-0	Rs. 23 0 0 Rs. 22-4-0 to 22-8-0	Rs. 23 0 0 „ 22-4-0 to 22-8-0	Rs. 22 12 0 „ 22-0-0 to 22-4-0
Nom.	„ 25 0 0 Not in stock „ 23 12 0	„ 25 0 0 Nom. „ 23 12 0	„ 23 8 0	„ 25 0 0 „ 23 0 0	„ 25 0 0 „ 23 0 0	„ 25 0 0 „ 23 4 0	„ 25 0 0 „ 23 4 0	„ 25 0 0 „ 23 4 0	„ 25 0 0 „ 23 0 0 Not in stock.	„ 25 0 0 „ 23 4 0	„ 23 4 0 (Not in stock.)	„ 25 0 0 „ 23 0 0
om.	„ 23 12 0 Not in stock.	„ 23 12 0 Nom.	„ 23 8 0 Nom	„ 22 12 0 Nom.	„ 22 8 0Nom.	„ 22 12 0Nom	„ 23 0 0 Nom.	„ 23 0 0 Nom.	„ 22 12 0 Not in stock.	„ 23 0 0 Nom.	„ 28 0 0 (Not in Stock.)	„ 22-12-0 Nom.
		Rs. 11 8-0 F. O. R. Colliery. Rdy.										
ly	Rs. 33-0-0 to 35-0-0 ex. Bunder	Rs. 34-0-0 to 35-0-0 Rdy. ex. Bunder.	Rs. 35-0-0 Rdy. ex. Bunder.	Rs 35-0-0 Rdy. ex. Bunder.	Rs. 34-0-0 to 35-0-0 Rdy. ex. Bunder.	Rs. 35-0-0 to 36-0-0 ex. Bunder	Rs. 33-0-0 to 34-0-0 Rdy. ex. Depot.	Rs. 33-0-0 to 34-0-0 Rdy. ex. Bunder.	Rs. 32-0-0 Rdy. ex. Bunder.	Rs 32-0-0 Rdy. ex. Bunder.	Rs. 32 0 0 ex. Bunder Rdy.	Rs 32 0 0 ex. Bunder Rdy.
											Rs. 39-0-0 to 40-0-0 ex. Bunder. Rdy.	Rs. 38-0-0 to 40-0-0 ex. Bunder Rdy.
		Rs. 15-0-0 F. O. R. Colliery Rdy.										
ex	Rs. 28-0-0 to 30-0-0 Rdy. ex Bunder.	Rs. 33-0-0 Rdy. ex. Bunder	Rs. 28-0-0 to 30-0-0 Rdy. ex. Bunder.	Rs. 28-0-0 to 30-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 Rdy ex. Bunder.	Rs. 30-0-0 Rdy. ex Bunder.	Rs. 29-0-0 to 30-0-0 Rdy. ex. Bunder.	Rs. 30-0-0 Rdy. ex. Bunder.	Rs. 28-0-0 to 30-0-0 Rdy. ex Bunder. „ 32-0-0 Rdy ex. Bunder.	Rs. 30-0-0 Rdy ex. Bunder.	Rs. 28 0 0 ex. Bunder Rdy.	Rs. 30 0 0 ex. Bunder Rdy.
0-0-0, nder. y. ex	Rs. 39-0-0 to 40-0-0 Rdy. ex. Bunder	Rs. 38-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 40-0-0 Rdy. ex. Bunder	Rs 39-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 38-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 40-0-0 Rdy. ex. Bunder.	Rs. 39-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 39-0-0 to 40-0-0 Rdy. ex. Bunder.	„ 39 0 0 to 40-0-0 Rdy. ex Bunder.	Rs. 39-0-0 to 40-0-0 Rdy. ex. Bunder.		
	Steady.	Quiet.	Weakish.	Quiet but steady.	Quiet.	Easy	Steady.	Steady.	Steady.	Firm.	Steady	Quiet.
	Rs. 345 May. „ 353 July.	Rs. 351 May. „ 363 July.	Rs. 358 0 0 May. „ 370 0 0 July.	Rs. 361 0 0 May „ 378 0 0 July	Rs. 370 0 0 July.	Rs. 375 0 0 July.	Rs. 378 0 0 July.	Rs. 380 to 387 July.	Rs. 391 July.	Rs. 386 to 387 July.	Rs. 405 0 0 July.	Rs. 400 0 0July
	Rs. 3824 May. 401½ July.	Rs. 395 May „ 415 July	Rs. 413 0 0 May. „ 433 0 0 July.	Rs. 425 1/2 May. „ 442 0 0 July.	Rs. 434 0 0 July.	Rs. 441 0 0 July. „ 455 0 0 Sept.	Rs. 445 0 0 July. „ 461 0 0 Sept.	Rs. 451 0 0 July. „ 466 8 0 Sept.	Rs. 464 July. „ 481 Sept.	Rs. 460 July. „ 475 Sept.	Rs. 474-0-0July. „ 489-0-0Sept.	Rs. 475-0-0 July „ 486-0-0 Sept.

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Weekly Current Quotations as Estimated by the Committee of the Bombay

QUOTATIONS.	Week ending 21st July.	Week ending 28th July.	Week ending 3rd August.	Week ending 11th August.	Week ending 18th August.	Week ending 25th August.	Week ending 1st September.	Week ending 8th September.	Week ending 14th September.	Week ending 22nd September.	Week ending 29th September.	Week ending 6th October.
EXCHANGE.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.
On England Bank Bills,... Telegraphic Transfer.	1s. 3 5/8d.	1s. 3 15/32d.	1s 3 5/8d.	1s. 3 19/32d.	1s. 3 9/16d.	1s. 3 17/32d	1s. 3 1/2s.	1s. 3 9/16d.	1s. 3 9/16d.	1s. 3 1/2d.	1s. 3 1/2d.	1s. 3 19/32d.
sight	1s. 3 5/8d.	1s. 3 5/8d.	1s. 3 5/8d.	1s. 3 5/8d.	1s. 3 9/32d.	1s. 3 9/16d.	1s. 3 17/32d.	1s. 3 9/16d.	1s. 3 9/16d.	1s. 3 17/32 d.	1s. 3 5/8d.	1s. 3 5/8d.
3 months'	1s. 3 11/16d.	1s. 3 11/16d.	1s. 3 11/16d.	1s. 3 11/16d.	1s. 3 9/32d.	1s. 3 5/8d.	19/32d.	1s. 3 5/8d.	1s. 3 9/16d.	1s. 3 9/16d.	1s. 3 19/32d.	1s. 3 11/16d.
4 ,, ,,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6 ,, ,,	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
First Class Credits ... 3 months' sight	1s. 3 13/16d.	1s. 3 25/32d.	1s. 3 13/16d.	1s. 3 13/16d.	1s. 3 25/32d.	1s. 3 3 4d	1s. 3 25/32d.	1s. 3 25/32d.	1s. 3 3/4d.	1s. 3 11/16d.	1s. 3 23/32d.	1s. 3 13/16d.
4 ,, ,,	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 13/16d.	1s. 3 13/16d.	1s. 3 25/32d.	1s. 3 27/32d.	1s. 3 13/16d.	1s. 3 3/4d.	1s. 3 25/32d.	1s. 3 7/8d.
6 ,, ,,	1s. 3 31/32d.	1s. 3 15/16d.	1s. 3 31/32d.	1s. 3 31/32d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 29/32d.	1s. 3 29/32d.	1s. 3 27/32d.	1s. 3 27/32d.	1s. 3 31/32d.
Documents ... 3 months' sight	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 7/8d.	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 13/16d.	1s. 3 25/32d.	1s. 3 13/16d.	1s. 3 3/4d.	1s. 3 3/4d.	1s. 3 25/32d.	1s. 3 7/8d.
4 ,, ,,	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 15/16d.	1s. 3 15/16d.	1s. 3 29/32d.	1s. 3 7/8d.	1s. 3 27/32d.	1s. 3 29/32d.	1s. 3 27/32d.	1s. 3 13/16d.	1s. 3 27/32d.	1s. 3 15/16d.
6 ,, ,,	1s. 4 3/32d.	1s. 4 1/16d.	1s. 4 3/32d.	1s. 4 3/32d.	1s. 4 1/32d.	1s. 4 1/32d.	1s. 4d.	1s. 4 1/16d.	1s. 4 1/16d.	1s. 4 1/32d.	1s. 4d.	1s. 4 3/32d.
French Francs D/A? ... ... sight	350	354	351	368	371	378	382	376	382	378	379	383
On Calcutta Bank Telegraphic Transfer ...	100	100	100	100	100 1/32	100 1/32	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16	100 1/16
Mercantile Bills at 4 days' sight... Hongkong per 100 Dollars	Rs. a. p. 184 0 0	Rs. a. p. 184 0 0	Rs. a. p. 184 0 0	Rs. a. p. Nominal.	Rs. a. p. 182 0 0	Rs. a. p. 182 0 0	Rs. a. p. 183 0 0	Rs. a. p. 183 0 0	Rs. a. p. Nominal.	Rs. a. p. Nominal.	Rs. a. p. Nominal.	Rs. a. p. Nominal.
Shanghai per 100 Taels	255 0 0	256 0 0	255 0 0	Nominal.	256 0 0	256 0 0	257 0 0	258 0 0	Nominal.	Nominal.	Nominal.	Nominal.
Japan per 100 Yens	160 0 0	160 8 0	160 8 0	160 0 0	159 0 0	160 8 0	162 0 0	161 8 0	165 0 0Nom.	165 0 0Nom.	165 0 0Nom.	165 0 0Nom.
English Bar Gold, 100 touch (per tola) ...	26 11 0	26 14 0	26 14 0	26 14 0	26 12 0	26 15 6	27 0 0	26 14 0	27 1 6	27 5 6	27 7 0	27 1 0
Sovereigns	16 15 0	17 6 0	17 5 0	17 2 0	16 15 0	16 15 0	16 15 0	16 14 0	16 15 0	17 1 0	17 2 0	17 0 0
Bar Silver ... ... Ready	92 12 0	92 9 0	92 8 0	90 14 0	90 12 6	91 0 0	91 14 0	92 6 6	92 14 0	92 15 0	91 12 0	91 12 0
Forward	92 14 0	92 10 0	92 5 0	90 15 0	90 14 0	91 6 0	92 2 0	92 8 0	92 4 0	92 12 0	93 2 0	92 0 0
RATES OF DISCOUNT.												
Bank Rate of Discount on Private Bills 60 days' sight	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent.
Bank Rate of Interest on Demand Loans on Government Securities	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,
Rate of Interest in the Open Market on Government Paper	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,	4 ,,
Money Market...	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.
GOVERNMENT SECURITIES.												
Three-and-a-half per cent.	Rs. 58 0 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 8 0	Rs. 57 10 0	Rs. 58 0 0	Rs. 58 8 0	Rs. 58 8 0
Three per cent.	,, 46 12 0Nom.	,, 49 1 0Nom.	,, 49 4 0Nom.	,, 49 4 0 Nom.	,, 49 4 0 Nom.	,, 49 5 0 Nom.	,, 49 4 0Nom.	,, 49 4 0Nom.	,, 49 4 0 Nom.	,, 49 12 0 Nom.	,, 50 2 0 Nom.	,, 50 2 0Nom.
Government Paper enfaced for London ...	*Nil.*	,, 54,000	*Nil.*	,, 48,000	*Nil.*	,, 1,000	,, 7,400 0 0	,, 16,00,000	,, 49,000	*Nil.*	*Nil.*	*Nil.*
Government Paper enfaced from London to Bombay	Rs. 4,800	*Nil.*	*Nil.*	*Nil.*	Rs. 15,00,000	*Nil.*	*Nil.*	*Nil.*	*Nil*	,, 7,000	*Nil.*	*Nil.*
IMPORTS.												
Piece-Goods Market	Steady.	Steady.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.
7 lbs. 33 in. 37½ yds. Grey Shirtings (per piece) ...	Rs. 15 8 0	Rs. 15 8 0	Rs. 15 8 0	Rs. 14 0 0	Rs. 14 0 0	Rs. 14 0 0	Rs. 14 0 0	Rs. 14 0 0	Rs. 14 0 0	Rs. 13 8 0	Rs. 12 8 0	Rs. 12 8 0
8 lbs. 38 in. 37½ yds. ,, ,, ,, ...	,, 17 8 0	,, 17 8 0	,, 17 8 0	,, 16 0 0	,, 16 0 0	,, 16 0 0	,, 16 0 0	,, 16 0 0	,, 15 8 0	,, 15 8 0	,, 14 4 0	,, 14 0 0
No. 40s, Water Twist (per lb.)	,, 1 9 6	,, 1 9 6	,, 1 9 0	,, 1 8 0	,, 1 8 0	,, 1 9 0	,, 1 9 0	,, 1 9 0	,, 1 9 0	,, 1 9 0	,, 1 8 0	,, 1 7 0
No. 30s, ,, ,, ...	,, 1 7 0	,, 1 7 0	,, 1 7 0	,, 1 6 0	,, 1 6 0	,, 1 6 0	,, 1 6 0	,, 1 6 0	,, 1 6 0	,, 1 6 0	,, 1 5 0	,, 1 5 0
Copper Braziers (in bundles per cwt.) ...	,, 79 0 0	,, 79 0 0	,, 79 0 0	,, 79 0 0	,, 79 0 0	,, 78 0 0	,, 78 0 0	,, 77 8 0	,, 71 8 0	,, 78 8 0	,, 77 8 0	,, 77 8 0
Yellow Metal (,, ,,) ...	,, 73 0 0	,, 72 8 0	,, 72 8 0	,, 72 8 0	,, 72 8 0	,, 72 0 0	,, 72 0 0	,, 71 8 0	,, 78 8 0	,, 71 8 0	,, 71 8 0	,, 71 8 0
Belgian No. 2, Bar Iron (per candy of 746½ lbs.)...	,, 50 0 0	,, 50 0 0	,, 50 0 0	,, 55 0 0	,, 55 0 0	,, 60 0 0	,, 62 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 60 0 0	,, 58 0 0
Basic Steel (,, ,,) ...	,, 50 0 0	,, 50 0 0	,, 50 0 0	,, 55 0 0	,, 55 0 0	,, 60 0 0	,, 62 0 0	,, 60 0 0	,, 62 0 0	,, 60 0 0	,, 60 0 0	,, 52 0 0
Swedish Bar Iron (,, ,,) ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sugar, Ordinary Cry.kals, Best (per cwt. ex. Godown)	Rs. 22 10 0	Rs. 22 10 0	Rs. 22 10 0	Rs. 23 0 0	Rs. 23 8 0	Rs. 23 8 0	Rs. 23 8 0	Rs. 23 8 0	Rs. 23 8 0	Rs. 22 0 0	Rs. 21 8 0	Rs. 21 8 0
,, Mauritius, Ordinary Grains, D to J (per cwt. ex Godown)	,, 22 0 0	,, 21-8 0 to22-0-0	,, 21-8-0 to 22-0-0	,, 22-4-0 to 22-8-0	,, 23-0-0 to 23-4-0	,, 23-0-0 to 23-4-0	,, 23-0-0 to 23-8-0	,, 23-0-0 to 23-8-0	,, 23-0-0 to 23-8-0	,, 21-8-0 to 21-12-0	,, 21-0-0 to 21-4-0	,, 20-12-0 to 21-0-0
,, China, Best Soft, White (per cwt. ex Godown.)	,, 25 0 0	,, 25 0 0	,, 24 0 0	,, 25 8 0	,, 25 8 0	,, 25 8 0	,, 26 0 0	,, 26 0 0	,, 26 0 0	,, 26 0 0 (No Stock.)	,, 25 0 0 Nom.	,, 26 0 0 No stock.
,, Java, White Granulated T. M. O. quality (per cwt. ex Godown)...	,, 22 14 0	,, 22 14 0	,, 22 14 0	,, 23 8 0	,, 23 14 0	,, 23 14 0	,, 23 14 0	,, 23 14 0	,, 23 14 0	,, 23 0 0	,, 22 8 0	,, 22 4 0
,, Japan (per cwt. ex Godown)...	No Stock.	Not in Stock.	Not in Stock.	No Stock	No Stock.	No Stock.	No Stock.	No Stock.	Not in Stock	,, 22 0 0 (No Stock.)	,, 23 8 0 Nom.	,, 21 8 0 No stock.
COAL.												
Shaw's Best Steam ... ... (per ton)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, Pench ... ... (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lawrie's Desharghur ... ... (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, Joyramdanga ... ... (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, Anthracite ... ... (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Natal ... ... (,,)...	Rs. 30 0 0 ex. Depot Rdy.	.....	.....	Rs. 26-0-0 Rdy. (along side). ,, 28-8-0 ex. Depot Rdy.	Rs. 26-0-0 Rdy. (along side.) ,, 28-0-0 ex. Depot Rdy.	Rs. 26-0-0 to 28-0-0 ex. Bunder Rdy. ,, 28-0-0 Ready	Rs. 26-0-0 Rdy. (along side.) ,, 28-0-0 Rdy.	Rs. 26-0-0 Rdy. (along side.) ,, 28-0-0 Rdy.	Rs. 28-0-0 Rdy. ex. Depot	Rs. 26-0-0 Rdy. ex. Depot	Rs. 25-8-0 to 26-0-0 Rdy.	Rs. 25 8 0 Rdy. (Alongside.)
Durban Navigation ... (,,)...	.....	Rs. 27 0 0 (along side.) Rdy. ,, 29-0-0 Rdy. ex. Bunder.	Rs. 26-0-0. (along side.) Rdy. ,, 28-0-0 Rdy. ex. Bunder.	Rs. 28-0-0 Rdy. ex Bunder.	.....	.....	.....	.....	Rs. 28-0-0 ex. Depot Rdy.	Rs. 28-0-0 ex. Depot Rdy.	Rs. 27-8-0 to 28-0-0 Rdy.	Rs. 27-8-0 to 28-0-0 ex-Bunder Rdy.
Davison's West Hartley ... ... (,,)...	.....	.....	.....	.....	.....	.....	.....	,, 33-0-0 Rdy.	.....	.....	.....	.....
Welsh Cardiff ... ... (,,)...	Rs. 39-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 39-0-0 to 40-0-0 ex. Bunder Rdy.	Rs 39-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex. Depot Rdy.	Rs. 38-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 38-0-0 to 40-0-0 Rdy. ex. Bunder.	Rs. 38-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 37-8-0 to 39-0-0 ex. Depot Rdy.	Rs. 38-0-0 to 40-0-0 ex-Depot Rdy.
Desharghur, Bengal ... (,,)	.....	.....	.....	.....	.....	.....	.....	Rs. 34-0-0 Rdy.	.....	.....	.....	.....
Muir's Navigation (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jardine's Navigation Bengal (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seebpore (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bird's Navigation (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Singarini (,,)...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bengal Good 2nd Class steam. (,,).	Rs. 28 0 0 ex. Bunder Rdy.	Rs. 28 0 0 ex. Bunder Rdy.	Rs 27-0-0 Rdy. ex. Bunder.	Rs. 25-0-0 to 26-0-0 ex. Bunder Rdy.	Rs. 28-0-0 to 30-0-0 ex. Depot Rdy.	Rs. 26-0-0 Rdy. ex. Bunder.	Rs. 27-0-0 Rdy. ex. Bunder	Rs. 27-0-0 Rdy. ex. Bunder.	Rs. 27-0-0 Rdy. ex. Bunder.	Rs. 26-0-0 Rdy. ex. Bunder.	Rs. 25 0 0 ex Depot Rdy.	Rs. 25-0-0 to 27-0-0 ex-Depot Rdy.
Bengal 2nd Class ... (,,)...	.....	.....	.. 26-0-0 ex. Bunder Rdy	.....	.....	,, 25-0-0 Rdy.	.....	.....	.....	.....	.....	.....
Bengal Ordinary ... ... (,,)...	.....	.....	.....	.....	.....	.....	,, 25-8-0 Rdy. ex. Bunder	,, 25-0-0 Rdy. ex. Bunder.	,, 25-0-0 Rdy. ex. Bunder.	.....	.....	.....
EXPORTS.												
Cotton Market	Quiet.	Quiet.	Qu et but steady.	Quiet.	Steady.	Steady.	Steady.	Steady	Quiet but steady.	Week for new crop Firm for September.	Quiet to weak.	Market closed.
Cotton (Full pressed; per candy of 784 lbs.)—												
H.G. Bengals (Railway Terms.) ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, ,, (,,) ... Good ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
M.G. ,, (,,) ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, ,, (,,) ... F. G. ...	Rs. 342 0 0 July. ,,378 Dec-Jan.1923	Rs. 350 0 0 Dec.-Jan.1923	Rs. 351 Dec.-Jan. 1923	Rs. 344 Dec.-Jan. 1923	Rs. 352 Dec. Jan. 1923	Rs. 360 Dec.-Jan. 1923.	Rs. 358 Dec.-Jan. 1923.	Rs. 352-0-0 to 353-0-0 Dec.-Jan. 1923.	Rs. 350 Dec-Jan. 1923.	Rs. 347 Dec.-Jan. 1923.	Rs. 298 Dec-Jan. 1923.	.....
,, Sind-Punjab (,,) ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, ,, (,,) ... F. G. ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
,, Khandeish ... ... Fine ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

ding Week.	Week ending 13th October.	Week ending 18th October.	Week ending 27th October.	Week ending 2nd November.	Week ending 10th November.	Week ending 17th November.	Week ending 24th November.	Week ending 1st December.	Week ending 8th December.	Week ending 15th December.	Week ending 22nd December.	Week ending 29th December.
	Ready.	Ready.	Ready.	Ready.	Ready.	Ready.	Ready	Ready.	Ready.	Ready.	Ready	Ready.
	1s. 3 19/32d. 1s. 3 5/8d. 1s. 3 11/16d.	1s. 3 19/32d. 1s. 3 5/8d. 1s. 3 11/16d.	1s. 3 19/32d. 1s. 3 5/8d. 1s. 3 11/16d.	1s. 3 5/8d. 1s. 3 21/32d. 1s. 3 23/32d.	1s. 3 11/16d. 1s. 3 11/16d. 1s. 3 3/4d.	1s. 3 29/32d. 1s. 3 5/16d.	1s. 3 29/32d 1s. 3 15/16d. 1s. 4d.	1s. 3 29/32d. 1s. 3 31/32d. 1s. 4 1/32d.	1s. 3 29/32d. 1s. 3 31/32d.	1s. 3 29/32d. 1s. 3 15/16d. 1s. 4d.	1s. 4d. 1s. 4d. 1s. 4 1/16d.	1s. 4 1/8d. 1s. 4 3/32d. 1s. 4 7/32d.
	1s. 3 13/16d. 1s. 3 27/32d. 1s. 3 15/16d.	1s. 3 13 16d. 1s. 3 27/32d. 1s. 3 15/16d.	1s. 3 13/16d. 1s. 3 7/8d. 1s. 3 31/32d.	1s. 3 27/32d. 1s. 3 7/8d. 1s. 4d.	1s. 3 7/8d. 1s. 3 29/32d. 1s. 4 1/32d.	1s. 4 3/8d. 1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 1/8d. 1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 9/32d.	1s. 4 1/8d. 1s. 4 1/8d. 1s. 4 1/4d.	1s. 4 1/8d. 1s. 4 5/32d. 1s. 4 9/32d.	1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 11/32d.	1s. 4 3/8d. 1s. 4 13/32d. 1s. 4 17/32d.
	1s. 3 7/8d. 1s. 3 29/32d. 1s. 4 1/16d.	1s. 3 7/8d. 1s. 3 29/32d. 1s. 4 1/16d.	1s. 3 7/8d. 1s. 3 15/32d. 1s. 4 3/32d.	1s. 3 29/32d. 1s. 3 15/16d. 1s. 4 1/8d.	1s. 3 15/16d. 1s. 3 31/32d. 1s. 4 5/32d.	1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 13/32d.	1s. 4 7/32d. 1s. 4 7/32d. 1s. 4 13/32d.	1s. 4 7/32d. 1s. 4 1/4d. 1s. 4 13/32d.	1s. 4 5/32d. 1s. 4 3/16d. 1s. 4 3/8d.	1s. 4 3/16d. 1s. 4 7/32d. 1s. 4 13/32d.	1s. 4 7/16d. 1s. 4 9/32d. 1s. 4 15/32d.	1s. 4 7/16d. 1s. 4 15/32d. 1s. 4 21/32d.
	386 396 100 1/16 Rs. a. p. Nominal. Nominal. 162 8 0 Nom.	390 400 100 1/16 Rs. a. p. Nominal. Nominal. 162 0 0 Nom.	430 440 100 1/16 Rs. a. p. 176 0 0 Nom. 248 0 0 „ 162 0 0 „	418 428 100 1/16 Rs. a. p. 176 0 0 248 0 0 161 8 0	465 475 100 1/16 Rs. a. p. 173 0 0 243 0 0 162 0 0	445 455 100 3/16 Rs. a. p. 165 0 0 232 0 0 159 0 0	427 437 100 1/16 Rs. a. p. 166 0 0 235 0 0 158 8 0	444 454 100 1/32 Rs. a. p. Nom. Nom. 157 12 0	440 450 100 1/32 Rs. a. p. 164 0 0 230 0 0 156 8 0	438 448 100 1/32 Rs. a. p. 160 0 0 228 0 0 155 0 0	426 436 100 Rs. a. p. 156 0 0 222 0 0 153 0 0	440 450 100 Rs. a. p. 155 0 0 220 0 0 153 0 0
Nom.	27 0 0 17 1 0 90 8 0 90 10 0	27 4 0 17 0 0 89 4 0 89 1 0	26 14 6 17 1 0 89 4 0 88 13 0	26 11 6 17 0 0 88 14 0 88 12 0	26 8 6 16 15 0 87 0 0 87 1 0	25 14 0 16 15 0 82 12 0 81 6 0	26 2 0 16 12 0 82 12 0 82 8 0	26 4 0 16 10 0 82 9 0 82 0 0	25 14 0 16 5 0 82 9 6 82 0 0	25 7 0 15 15 0 80 0 0 79 2 0	25 12 0 16 3 0 80 0 0 79 0 0	25 15 0 16 4 0 82 1 0 80 3 0
	5 per cent.	5 per cent.	5 per cent.	5 per cent.	5 per cent	5 per cent.	6 per cent.	6 per cent.	7 per cent.	7 per cent.	7 per cent.	8 per cent.
	4 „	4 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	5 „	6 „	7 „
	4 „	4 „	5 „	5 „	5 „	5 „	3 „	3 „	4 „	4 „	5 to 6 „	6 to 7 „
	Easy.	Easy.	Easy.	Easy.	Easy.	Easy.	Steady.	Steady.	Firm.	Firm.	Very Firm.	Very Firm.
Nom.	Rs. 58 8 0 „ 50 2 0 „ [illegible] Nom.	Rs. 58 8 0 „ 50 2 0 Nom.	Rs. 58 8 0 „ 50 2 0 Nom.	Rs. 58 8 0 „ 50 2 0 Nom.	Rs. 58 8 0 „ 50 2 0 „ 2,50,000	Rs. 58 8 0 „ 50 0 0 Nom. Rs. 33,500	Rs. 58 8 0 „ 50 0 0 Nom. Rs. 29,000	Rs. 58 8 0 „ 50 0 0 Nom. „ 1,00,100	Rs. 58 4 0 „ 50 0 0 Nom. „ 8,000	Rs. 58 4 0 „ 50 0 0 Nom.	Rs. 58 0 0 „ 50 0 0 Nom.	Rs. 58 0 0 Nom. „ 50 0 0
	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.	Quiet.
	Rs. 12 8 0 „ 14 0 0 „ 1 8 0 „ 1 5 0 „ 78 0 0 „ 72 0 0 „ 52 0 0 „ 52 0 0	Rs. 12 8 0 „ 14 0 0 „ 1 7 0 „ 1 5 0 „ 78 0 0 „ 72 0 0 „ 52 0 0 „ 52 0 0	Rs. 12 8 0 „ 14 0 0 „ 1 7 0 „ 1 5 0 „ 78 0 0 „ 72 0 0 „ 52 0 0 „ 52 0 0	Rs. 12 8 0 „ 14 0 0 „ 1 7 0 „ 1 5 0 „ 78 0 0 „ 71 0 0 „ 52 0 0 „ 52 0 0	Rs. 12 8 0 „ 14 0 0 „ 1 7 6 „ 1 5 6 „ 78 0 0 „ 71 0 0 „ 52 0 0 „ 52 0 0	Rs. 12 8 0 „ 14 0 0 „ 1 7 6 „ 1 5 6 „ 78 0 0 „ 71 0 0 „ 52 0 0 „ 52 0 0	Rs. 12 8 0 „ 14 0 0 „ 1 7 6 „ 1 5 6 „ 78 8 0 „ 71 0 0 „ 52 0 0 „ 52 0 0	Rs. 11 0 0 „ 13 4 0 „ 1 7 6 „ 1 5 6 „ 77 8 0 „ 70 8 0 „ 52 0 0 „ 52 0 0	Rs. 11 0 0 „ 13 4 0 „ 1 7 6 „ 1 5 6 „ 77 8 0 „ 69 8 0 „ 50 0 0 „ 50 0 0	Rs. 11 0 0 „ 13 4 0 „ 1 7 6 „ 1 5 6 „ 77 0 0 „ 69 0 0 „ 50 0 0 „ 50 0 0	Rs. 11 0 0 „ 13 4 0 „ 1 7 6 „ 1 5 6 „ 77 0 0 „ 69 0 0 „ 50 0 0 „ 50 0 0	Rs. 11 0 0 „ 13 4 0 „ 1 7 6 „ 1 5 6 „ 77 0 0 „ 69 0 0 „ 50 0 0 „ 50 0 0
1-0-0	Rs. 21 8 0 „ 20-8-0 to 20-12-0 Not in stock.	Rs. 12 12 0 „ 21 8 0 No stock.	Rs. 21 8 0 No stock.	Rs. 21 8 0 „ 21 8 0 Not in stock.	Rs. 21 8 0 „ 20 8 0 Nom.	Rs. 21 12 0 „ 22 0 0 Not in stock.	Rs. 22 0 0 Not in stock. „ 22 0 0 „	Rs. 21 12 0 „ 22 0 0 Nom.	Rs. 21 12 0 Not in stock. „ 22 0 0 „	Not in stock. „ 21 12 0 „	Not in stock. „ „	Rs. 22 8 0 Not in stock. „ 22 0 0 „
No ck.	„ 25 0 0 „ „ 21 12 0	„ 25 0 0 „ 22 0 0	Rs. 25 0 0 „ 22 0 0	„ 25 0 0 „ „ 22 0 0	„ 25 0 0 „ 21 14 0	„ 25 0 0 „ „ 22 2 0	„ 25 0 0 „ „ 22 6 0	„ 25 0 0 „ 22 4 0	„ 25 0 0 „ „ 22 2 0	„ 25 0 0 „ „ 22 0 0	„ 25 0 0 „ Rs. 23 0 0	„ 25 8 0 „ „ 23 0 0
No ck.	„ 21 8 0 Not in stock.	„ 21 8 0 No stock.	„ 21 8 0 No stock.	„ 21 8 0 Not in stock.	„ 21 8 0 Nom.	„ 21 12 0 Not in stock.	„ 22 0 0 Not in stock.	„ 21 12 0 Nom.	„ 21 12 0 Not in stock.	„ 21 12 0 Not in stock.	Not in stock.	Rs. 22 8 0 Not in Stock.
												Rs. 9-0-0 to 10-0-0 ex. Pitsmouth Rdy.
Rdy. e.)				Rs. 27-0-0 to 28-0-0 ex. Bunder Rdy	Rs. 26 0 0 Rdy. ex. Bunder.		Rs. 25 0 0 Rdy. ex. Bunder.		Rs. 27-8-0 to 28-0-0 ex. Bunder Rdy.	Rs. 27-8-0 to 28-0-0 ex. Bunder	Rs. 25-0-0 to 27-0-0 ex. Bunder Rdy	Rs. 27-0-0 to 28-0-0 ex. Bunder Rdy.
8-0-0 Rdy.	Rs. 27-8-0 to 28-0-0 ex-Depot Rdy..	Rs. 27 8 0 ex-Bunder Rdy.	Rs. 28 0 0 ex-Depot Rdy.		Rs. 27-0-0 to 28-0-0 ex-Bunder Rdy.	Rs. 27-0-0 to 28-0-0 ex. Bunder Rdy	Rs. 27-8-0 to 28-0-0 ex. Bunder Rdy.	Rs. 27-8-0 ex. Bunder Rdy		Rs. 26-0-0 to 27-0-0 ex. Bunder Rdy.		Rs. 27-0-0 to 28-0-0 ex. Bunder.
												Rs. 37-0-0 to 38-0-0 ex. Bunder Rdy.
0-0-0 y.	Rs. 38-0-0 to 40-0-0 ex-Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex-Bunder Rdy.	Rs. 38-0-0 to 39-0-0 ex-Depot Rdy.	Rs. 38-0-0 to 40-0-0 ex-Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex-Bunder Rdy.	Rs. 38-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 38-0-0 to 38-0-0 ex. Bunder Rdy.	Rs. 37-0-0 to 38-0-0 ex. scales at Bunder Rdy.	Rs. 37-8-0 to 38-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 37-0-0 to 40-0-0 ex. Bunder Rdy.	Rs. 37-0-0 to 39-0-0 ex. Bunder Rdy.	Rs. 38-0-0 to 39-0-0 ex. Bunder Rdy.
												Rs. 12-0-0 to 14-0-0 ex. Pitsmouth Rdy.
												Rs. 14-0-0 Rdy. ex. Pitsmouth Rdy.
												Rs. 9-0-0 to 10-0-0 ex. Pitsmouth Rdy.
-0-0 y.	Rs. 25-0-0 to 26-0-0 ex-Bunder Rdy.	Rs. 27 0 0 ex-Bunder Rdy.	Rs. 25-0-0 to 26 0-0 ex-Depot Rdy.	Rs. 26-0-0 to 27-0-0 ex-Bunder Rdy	Rs. 26 0 0 Rdy. ex-Bunder.	Rs. 26 0 0 Rdy. ex. Bunder.	Rs. 25-0-0 to 26-0-0 ex. Bunder Rdy.	Rs. 28 0 0 ex. scales at Bunder Rdy.	Rs. 26 0 0 ex. scales at Bunder Rdy.	Rs. 26-0-0 to 27-0-0 ex. Bunder Rdy	Rs. 25-0-0 to 26-0-0 ex. Bunder Rdy.	Rs. 10-0-0 Rdy. ex. Pitsmouth.
	Rs. *28 0 0 Rdy. ex. Bunder.	„ †26 0 0 Rdy. ex. Bunder.		Rs. †25-0-0 ex-Bunder Rdy.	Rs. †25 0 0 ex-Bunder Rdy.	„ 25 0 0 Rdy. ex. Bunder.				„ 25 0 0 Rdy ex. Bunder.		„ 7-8-0 to 8-0-0 Rdy ex. Pitsmouth
	Weak.	Steady.	Easy.	Quiet.	Steady to Firm.	Quiet.	Quiet.	Weak.	Weak but steady.	Easy.	Quiet.	Quiet and Steady.
	Rs. 314 Dec-Jan.	Rs. 335 Dec-Jan.	Rs. 338 Dec-Jan.	Rs. 339 Dec-Jan.	Rs. 363 Dec.-Jan. „ 369 March.	Rs. 340 Dec.-Jan. „ 344 March.	Rs. 335 Dec.-Jan. „ 343 March.	Rs. 331 Dec.-Jan. „ 338 March.	Rs. 327 Dec.-Jan. „ 333 Mar.	Rs. 332 Dec.-Jan. „ 337 Mar.	Rs. 336 Dec.-Jan. „ 341 Mar.	Rs. 341 Dec.-Jan. „ 342 Mar.

" Dhamangaum—Poolgaum	Fine											
" " "	F. G.											
" Nagpore and Kamptee	Fine											
" " "	F. G.											
" Oomrawattee (Descriptions)	Fine											
" " "	F. G.											
" Akola, Khamgaum, Karanja (Fair Staple)	Fine											
" " "	F. G.											
" Oomra "Good staple"	Fine											
" " "	F. G.											
" Oomra "Fair staple"	Fine	Rs. 449 0 0 July " 457 0 0 Sept. " 449 Dec.-Jan. 1923.	Rs. 442 Sept. " 425 Dec-Jan. 1923.	Rs. 449-0-0 Sept. " 425 to " 426 Dec.-Jan. 1923.	Rs. 441-0-0 Sept. " 407½-0-0 Dec.-Jan. 1923.	Rs. 447-0-0 Sept. " 423-0-0 Dec.-Jan. 1923.	Rs. 478-0-0 Sept. " 444-0-0 Dec.-Jan. 1923.	Rs. 472-0-0 Sept. " 437-0-0 Dec.-Jan. 1923.	Rs. 487-0-0 to " " 488-0-0 Sept. " 424-0-0 to " 425-0-0 Dec.-Jan. 1923.	Rs. 488-0-0 Sept. " 417-0-0 Dec.-Jan. 1923.	Rs. 486-0-0 Sept. " 413-0-0 Dec.-Jan. 1923.	Rs. 858 Dec-Jan. 1923.	Rs.
" "	F. G.											
" Barsee	Fine											
" "	F.G.											
" Broach	Fine											
" "	F. G.	Rs. 541 July-Aug " 502 Apl-May. 1923.	Rs. 530 July-Aug. " 478 Apl-May. 1923.	Rs. 531 to " 532 July-Aug. " 475 to 476 April-May. 1923.	Rs. 527 Aug. " 456 April-May 1923	Rs. 493 July-Aug. " 475 April-May. 1923.	Rs. 529 July-Aug. " 496 April-May. 1923.	Rs. 488 April-May. 1923.	Rs. 477 April-May 1123.	Rs. 472 April-May. 1923.	Rs. 464 April-May 1923.	Rs. 418 April-May. 1923.	Rs.
" "	Good											
" Surat	Fine											
" "	F.G.											
" Bhownagar	Fine											
" "	F.G.											
H. G. Bhownagar	Fine											
" "	F. G.											
M. G. Muttia	Fine											
" "	F. G.											
" Dhollera	Fine											
" "	F. G.											
H. G. "	Fine											
" "	F. G.											
Saw-Ginned, Dharwar	Good											
M. G. Southerns	Good											
H. G. Westerns	Good											
M. G. Coompta	Good											
Cottonseed (per cwt.)		Rs. 5 10 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 8 0 Rdy.	Rs. 5 5 0 Rdy.	Rs. 5 6 0 Rdy.	Rs. 5 4 0 Rdy.	Rs. 5 4 0 Rdy	Rs. 5 0 0 Rdy.	Rs. 5 1 0 Rdy.	Rs. 5 0 0 Rdy.	Rs. 4 13 0 Rdy.	Rs.
Gingellyseed (White Bold)		" 17 6 0 "	" 17 4 0 "	" 17 0 0 "	" 16 10 0 "	" 16 4 0 "	" 16 0 0 "	" 15 8 0 "	" 15 0 0 "	" 16 0 0 "	" 16 0 0 "	" 15 4 0 "	"
" Mixed, 50 per cent.		" 16 4 0 "	" 16 2 0 "	" 16 0 0 "	" 15 0 0 "	" 15 0 0 "	" 15 0 6 "	" 14 4 0 "	" 14 14 0 "	" 14 12 0 "	" 14 0 0 "	"
Linseed, Bold		" 15 2 0 "	" 15 3 0 "	" 14 12 0 "	" 13 14 0 "	" 13 14 0 "	" 13 12 0 "	" 13 6 0 "	" 12 12 0 "	" 13 1 0 "	" 13 0 0 "	"
" Small Seed		" 14 2 0 "	" 14 6 0 "	" 14 0 0 "	" 13 4 0 "	" 13 4 0 "	" 13 2 0 "	" 12 12 0 "	" 12 2 0 "	" 12 8 0 "	" 12 13 0 "	"
Rapeseed, Guzerat, Yellow		" 13 4 0 "	" 13 4 0 "	" 12 14 0 "	" 13 0 0 "	" 13 2 0 "	" 12 12 0 "	" 12 8 0 "	" 12 6 0 "	" 12 0 0 "	" 12 0 0 "	"
" Brown Delhi		" 11 8 0 "	" 11 10 6 "	" 11 6 0 "	" 11 2 0 "	" 11 6 0 "	" 11 0 0 "	" 10 10 0 "	" 10 10 0 "	" 10 12 0 "	" 10 8 0 "	"
" " Cawnpore		" 11 2 0 "	" 11 4 0 "	" 10 14 0 "	" 10 14 0 "	" 10 14 0 "	" 10 4 0 "	" 10 4 0 "	" 10 4 0 "	" 10 2 0 "	" 10 0 0 "	"
" Yellow "		" 13 0 0 "	" 13 2 6 "	" 12 12 0 "	" 12 13 0 "	" 13 0 0 "	" 12 8 0 "	" 12 6 0 "	" 12 0 0 "	" 12 6 0 "	" 12 0 0 "	"
Poppyseed		" 15 0 0 "	" 15 0 0 "	" 15 0 0 "	" 14 10 0 "	" 14 10 0 "	" 14 10 0 "	" 14 4 0 "	" 14 4 0 "	" 14 4 0 "	" 14 2 0 "	"
Groundnuts		" 15 0 0 "	" 14 12 0 "	" 14 6 0 "	" 13 8 0 "	" 13 12 0 "	" 13 10 0 "	" 12 12 0 "	" 12 8 0 "	" 12 6 0 "	" 12 0 0 "	"
Mowrasee		" 8 0 0 "	" 8 0 0 "	" 7 14 0 "	" 7 8 0 "	" 7 10 0 "	" 7 8 0 "	" 7 10 0 "	" 7 10 0 "	" 7 11 0 "	" 7 10 0 "	"
Castorseed, Ordinary Quality, F. A.		" 12 8 0 "	" 12 8 0 "	" 12 2 0 "	" 11 14 0 "	" 11 14 0 "	" 11 7 0 "	" 11 4 0 "	" 10 10 0 "	" 10 11 0 "	" 10 8 0 "	"
Wheat, White Pessy, 91 per cent.												
" " 85 per cent.				Rs. 9 0 0 Rdy.	Rs. 9 2 0 Rdy.							Rs.
" " 70 per cent				" 8 15 0 "								
Jabalpur Pessy												
Ahmedabad Soft Red												
Hard Yellow, 75 per cent.												
" 65 per cent.												
" 50 per cent.												
Delhi No. 1 White Pessy				Rs. 9 14 6 Sept	Rs. 9 2 0 Rdy.							
" Red												
Hard Red Kbatha												
Nagpore Khatki												Rs.
FREIGHTS.		S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S
Market									Steady business limited.	Near months quiet business limited.	Very little business for Ready	Quiet.	Continues firm; good business done for near and forward months.	Fir an ne be ta
London—Measurement Cargo (per ton of 40 ft.) P. & O. Co., *via* Suez Canal														
" Seeds and Wheat (per ton of 40 ft.) P. & O. Co., *via* Suez Canal														
" Light Seeds per ton...*Via* Suez Canal		12 0 Aug.	12 0 Aug.	12 6 Aug.	14 0 Aug.	13 6 Aug.	14 0 Aug	13 6 Sept.	13 3 Sept.	13 0 Sept.	13 0 Sept.	13 0 Oct.	13 3 Oct.	15
" Seeds (14-15 cwts.)		13 0 "	13 6 "	14 6 "	15 0 "	14 6 "	15 0 "	14 6 "	14 3 "	14 0 "	14 0 "	13 6 "	14 3 "	16
" Seeds Measurement		14 0 "	14 0 "	14 6 "	16 0 "	15 6 "	18 0 "	15 6 "	15 3 "	15 0 "	15 0 "	15 0 "	15 3 "	17
" Wheat														
Liverpoo.—Light Seeds		12 6 Aug.	11 9 Aug.	14 0 Aug.	13 0 Aug.	13 0 Sept.	13 6 Aug.	13 0 Oct.	13 3 Oct.	13 0 Sept.	13 0 Sept.	12 0 Oct.	12 0 Oct.	14
" Seeds (14-15 cwts.)		13 0 "	12 9 "	15 0 "	14 3 "	14 0 "	14 9 "	14 0 "	14 0 "	14 0 "	13 0 "	13 0 "	13 0 "	15
" Seeds Measurement		14 0 "	13 9 "	16 0 "	15 6 "	15 0 "	16 0 "	15 0 "	15 3 "	15 0 "	14 0 "	14 0 "	14 0 "	16
" Wheat														
Hull—Light Seeds		11 9 Aug.	11 9 Aug.	12 9 Aug.	12 9 Sept.	13 0 Sept	13 0 Sept.	13 6 Sept.	13 3 Sept.	13 0 Sept.	13 0 Sept.	13 0 Oct.	13 0 Oct.	15
" Seeds (14-15 cwts.)		12 9 "	12 9 "	13 9 "	14 0 "	14 0 "	14 0 "	14 6 "	14 3 "	14 0 "	14 0 "	14 0 "	14 3 "	16
" Seeds Measurement		13 9 "	13 9 "	14 9 "	15 0 "	15 0 "	15 0 "	15 6 "	15 3 "	15 0 "	15 0 "	14 0 "	15 3 "	17
" Wheat														
Antwerp—Light Seeds		12 0 Aug.	11 9 Aug.	12 6 Aug.	14 0 Aug.	13 6 Aug.	13 6 Aug.	13 6 Sept.	13 3 Sept.	13 0 Sept.	13 0 Sept.	13 0 Oct.	13 3 Oct.	15
" Seeds (14-15 cwts.)		13 0 "	12 9 "	13 6 "	15 0 "	14 6 "	14 6 "	14 6 "	14 3 "	14 0 "	14 0 "	14 0 "	14 3 "	16
" Seeds Measurement		14 0 "	13 9 "	14 6 "	16 0 "	15 6 "	15 6 "	15 6 "	15 3 "	15 0 "	15 0 "	15 0 "	15 3 "	17
" Wheat														
Ghent—Light Seeds														
" Seeds (14-15 cwts.)														
" Seeds Measurement														
Dunkirk—Light Seeds		11 9 Aug.	11 9 Aug.	12 9 Aug.	13 0 Aug.	14 0 Aug.	14 0 Aug.	13 6 Sept.	17 9 Sept.	20 0 Sept.	20 0 Sept.	20 0 Oct.	20 3 Oct.	22
" Seeds (14-15 cwts.)		12 9 "	12 9 "	13 9 "	14 3 "	15 3 "	14 6 "	14 0 "	13 3 "	13 0 "	13 0 "	13 0 "	13 3 "	16
" Seeds Measurement		13 9 "	13 9 "	14 9 "	15 6 "	16 6 "	15 6 "	15 0 "	14 3 "	14 0 "	14 0 "	14 0 "	14 3 "	16
" Wheat									15 3 "	15 0 "	15 0 "	15 0 "	15 3 "	17
Havre—Seeds		18 0 Aug-Sept.	14 3 Aug.	15 6 Aug.	16 6 Aug.	15 0 Aug.	16 0 Sept.						¶15 0 Nov.	
" Light Seeds													14 0 "	
" Seeds Measurement		14 0 Aug-Sept.	15 6 Aug.	16 6 Aug.	16 6 Aug.	16 6 Aug.	16 0 Sept.						16 0 "	
Hamburg—Seeds (14-15 cwts.)		14 0 Aug.	14 0 Aug.	14 6 "	15 6 "	14 6 "	15 6 "	15 6 Sept.	14 3 Sept.	14 0 Sept.	14 0 Sept.	13 6 Oct.	14 3 Oct.	16
" Light Seeds		13 0 "	13 0 "	14 6 "	15 6 "	14 6 "	15 6 "	15 6 "	15 3 "	15 0 "	15 0 "	14 6 "	15 3 "	17
" Seeds Measurement		14 0 "	14 0 "	15 6 "	16 6 "	15 6 "	16 6 "	16 6 "	16 3 "	16 0 "	16 0 "	15 6 "	16 3 "	18
Genoa—Seeds		14 0 "	12 9 "	13 6 Sept.	16 0 "	15 6 "	15 6 "	15 6 Sept.	¶14 3 "	¶14 0 "	¶14 0 "	¶14 0 "	¶14 3 "	16
" Light Seeds									13 3 "	13 0 "	13 0 "	13 0 "	13 3 "	15
" Measurement Cargo		14 0 " Aug.	13 9 Aug.	14 6 Sept.	16 0 Aug.	16 6 Aug.	15 6 Aug.	15 6 Sept.	¶15 3 "	¶15 0 "	¶15 0 "	¶15 0 "	¶15 3 "	¶17
Genoa, Naples, Leghorn—Light Seeds									13 6 Oct.	13 6 Oct.	13 0 "	13 6 "	14 0 Nov.	15
" Seeds (14-15 cwts)									14 6 "	14 6 "	14 0 "	14 6 "	15 0 "	16
" Seeds Measurement									15 6 "	15 6 "	15 0 "	15 6 "	16 0 "	17
Barcelona—Light Seeds														22
" Seeds (14-15 cwts)														23
" Seeds Measurement														25
Marseilles—Light Seeds		12 0 Aug.	11 9 Aug.	14 0 Aug.	12 9 Sept.	13 0 Sept	14 0 Aug.	13 6 Sept.	13 3 Sept.	13 0 Sept.	13 0 Sept.	12 0 Oct.	12 0 Oct.	15
" Seeds (14-15 cwts.)		13 0 "	12 9 "	15 0 "	13 9 "	14 0 "	15 0 "	14 6 "	14 3 "	14 0 "	14 0 "	13 0 "	13 0 "	16
" Seeds Measurement		14 0 "	13 9 "	16 0 "	14 9 "	15 0 "	16 0 "	15 6 "	15 3 "	15 0 "	15 0 "	14 0 "	14 0 "	17
" Wheat														
Trieste and Venice—Seeds		14 6 Aug	15 6 Sept.	15 6 Sept.	14 6 Sept.	14 6 Sept.	15 0 Sept.	16 0 Sept.	¶15 0 Oct.	¶15 0 Oct.	¶15 0 Oct.	¶15 0 Oct.	¶15 0 Oct.	¶17
" " Light Seeds		13 6 "	14 6 "	13 6 "	13 6 "	13 6 "	14 0 "	14 6 "	14 0 "	14 0 "	14 0 "	14 0 "	14 0 "	17
" " Measurement Cargo		15 6 "	15 6 "	15 6 "	15 6 "	15 6 "	16 0 "	16 0 "	¶16 0 "	¶16 0 "	¶16 0 "	¶15 0 "	¶16 0 "	¶18
" " Cotton												16 0 "		22
Rotterdam Light Seeds														
" Seeds (14-15 cwts)														
" Seeds Measurement														
New York—Light Seeds		17 6 Aug-Sept.	17 6 Aug-Sept.	17 6 Sept.	18 0 Sept.	18 0 Sept-Oct.	20 0 Oct.		22 9 Sept.	22 6 Sept.	22 6 Sept.	22 6 Oct.	22 9 Oct.	25
" Seeds (14-15 cwts.)										20 0 Nov.	20 0 Nov.	21 0 Dec		27
" Seeds Measurement		22 6 Aug-Sept	22 6 Aug-Sept.	22 6 Sept.	23 0 Sept.	23 0 Sept-Oct.	25 0 Oct.			25 0 "				27
" Hides and Skins		35 0 "	37 6 "	37 6 "	35 0 "	35 0 "	40 0 Sept.				25 0 Nov.	26 0 Dec		
China Steamers (P. & O.)		Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 Ye
Japan " (")														
Australia " (")														

Rs. 377 Dec-Jan.	Rs. 399 Dec-Jan.	Rs. 410-0-0 Dec-Jan. „ 415 March.	Rs. 409 Dec-Jan. „ 413 March.	Rs. 450 Dec-Jan. „ 456¾ March.	Rs. 426 Dec-Jan. „ 424 March.	Rs. 410 Dec-Jan. „ 413 March.	Rs. 416 Dec-Jan. „ 416 March.	Rs. 399 Dec-Jan. „ 401 Mar.	Rs. 407½ Dec-Jan. „ 408 Mar.	Rs. 422 Dec-Jan. „ 417 Mar.	Rs. 423¼ Dec-Jan. „ 420 Mar.
Rs. 430 April-May.	Rs. 456 April-May.	Rs. 462 April-May.	Rs. 469 April-May.	Rs. 508 April-May.	Rs. 474 April-May.	Rs. 465 April-May.	Rs. 460 April-May.	Rs. 452 April-May.	Rs. 457½ April-May.	Rs. 466¾ April-May.	Rs. 477 April-May.
Rs. 4 14 0 Rdy. „ 14 0 0 „ „ 12 14 0 „ „ 13 2 0 „ „ 12 12 0 „ „ 11 10 0 „ „ 10 16 0 „ „ 10 1 0 „ „ 11 10 0 „ „ 14 8 0 „ „ 13 0 0 „ „ 6 14 0 „ „ 9 13 0 „	Rs. 4 14 0 Rdy. „ 14 4 0 „ „ 13 0 0 „ „ 13 12 0 „ „ 13 8 0 „ „ 11 10 0 „ „ 10 8 0 „ „ 10 2 0 „ „ 11 10 0 „ „ 15 9 0 „ „ 13 0 0 „ „ 6 4 0 „ „ 9 14 0 „	Rs. 5 0 0 Rdy. „ 14 4 0 „ „ 13 0 0 „ „ 13 15 0 „ „ 13 11 0 „ „ 12 9 0 „ „ 10 14 0 „ „ 10 8 0 „ „ 12 0 0 „ „ 15 0 0 „ „ 13 0 0 „ „ 6 14 0 „ „ 10 1 0 „	Rs. 5 0 0 Rdy. „ 13 8-0 Dec-Jan. 12-8-0 Dec-Jan. „ 13 12 0 Rdy. „ 13 15 0 „ „ 11 10 0 „ „ 10 12 0 „ „ 10 8 0 „ „ 11 13 0 „ „ 14 12 0 „ 12-8-0 Dec-Jan. „ 7 0 0 Rdy. „ 10 6 0 „	Rs. 5 8 0 Rdy. „ 14 4 0 „ „ 13 2 0 „ „ 13 2 0 „ „ 12 10 0 „ „ 11 10 0 „ „ 10 10 0 „ „ 10 1 0 „ „ 14 0 0 „ „ 12 10 0 „ „ 7 0 0 „ „ 10 12 0 „	Rs. 5-0-0 Dec-Jan. „ 14 8 0 „ „ 13 8 0 „ „ 13 0 0 Rdy. „ 12 12 0 „ „ 11 8 0 „ „ 10 12 0 „ „ 10 6 0 „ „ 11 8 0 „ „ 14 4 0 „ „ 12-10-8 Dec-Jan. „ 7 0 0 Rdy. „ 10 10 0 „	Rs. 5 6 0 Rdy. „ 14-0-0 Dec-Jan. „ 13 0 0 Rdy. „ 12 14 0 „ „ 11 10 0 „ „ 10 12 0 „ „ 10 4 0 „ „ 11 10 0 „ „ 14 0 0 „ „ 12 4 0 „ „ 7 0 0 „ „ 10 4 0 „	Rs. 5-0-0 Dec-Jan. „ 14 0 0 „ „ 13 0 0 „ „ 13 2 6 „ „ 12 14 0 „ „ 11 10 0 „ „ 10 10 0 „ „ 10 6 0 „ „ 11 10 0 „ „ 14 0 0 „ „ 12 8 0 „ „ 6 13 0 „ „ 10 4 0 „	Rs. 4-15-0 Dec-Jan. „ 14 0 0 „ „ 12 14 0 „ „ 13 4 0 „ „ 13 0 0 „ „ 11 12 0 „ „ 11 2 0 „ „ 10 12 0 „ „ 11 8 0 „ „ 14 0 0 „ „ 12 8 0 „ „ 6 12 0 „ „ 10 5 0 „ „ 8 0 0 „ „ 7 12 0 „ „ 7 10 0 „	Rs. 5-1-0 Dec-Jan. „ 14 0 0 „ „ 13 0 0 „ „ 13 8 0 „ „ 13 4 0 „ „ 11 12 0 „ „ 11 4 0 „ „ 10 12 0 „ „ 11 12 0 „ „ 11 8 0 „ „ 13 14 0 „ „ 12 12 0 „ „ 6 14 0 „ „ 10 4 0 „	Rs. 4-15-0 Dec-Jan. „ 13 14 0 „ „ 12 14 0 „ „ 13 4 0 „ „ 13 0 0 „ „ 11 19 0 „ „ 11 13 0 „ „ 11 0 0 „ „ 11 6 0 „ „ 13 2 0 „ „ 12 5 0 „ „ 6 14 0 „ „ 10 7 0 „
Rs. 8 12 0 Rdy.	Rs. 8 10 0 Rdy.	Rs. 8 8 0 Rdy.	Rs. 8 9 0	Rs. 8 6 0 Rdy.	Rs. 8 2 0 Rdy.	Rs. 7 14 0 Rdy.	Rs. 7 11 0 Rdy.	Rs. 7 12 0 Fwd.	Rs. 7 6 0 Rdy.	Rs. 7-10-0 Dec-Jan.	Rs. 7-10-0 Dec-Jan.
Rs. 8 0 0 Rdy.		Rs. 8 2 6 Rdy.				Rs. 7-12-9 Apl-May.	Rs. 7-13-3 Apl-May.		Rs. 7 4 0 Rdy.	Rs. 7 8 0 Rdy	Rs. 7-6-6 Apl.-May.
S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.	S. d.
Firm with fair amount of business done; October space uncertain.	Firm.	Steady.	Continues firm. Ready tonnage scarce, very limited enquiry for forward.	Firm for prompt shipment owing scarcity of tonnage small demand cotton to seeds enquiry for present or forward. Little of use only ready.	Firm, with little enquiry for ready nothing doing for forward.	Steady with little business.	Steady, very little enquiry.	Steady.	Steady but quiet.	Steady.	Steady with limited business.
15 0 Oct 16 3 „ 17 6 „	15 6 Nov. 17 0 „ 18 6 „	17 0 Nov. 18 6 „ 20 0 „	19 6 Nov. 21 0 „ 22 6 „	19 6 Nov. 21 0 „ 22 6 „	19 3 Nov. 21 3 „ 22 6 „	20 0 Dec. 21 3 „ 23 0 „	21 0 Dec. 22 6 „ 24 0 „	20 6 Dec. 22 0 „ 23 6 „	19 6 Dec. 21 0 „ 23 6 „	20 6 Dec. 22 0 „ 23 6 „	20 6 Dec. 22 0 „ 23 6 „
14 6 Oct. 15 6 „ 16 6 „	16 3 Nov. 17 0 „ 18 0 „	16 6 Nov. 18 0 „ 19 6 „	17 0 Nov. 18 6 „ 20 0 „	19 6 Nov. 21 0 „ 22 6 „	18 9 Dec. 19 6 „ 21 0 „	19 3 Jan. 21 0 „ 22 6 „	20 0 Dec. 21 6 „ 23 0 „	19 6 Dec. 21 0 „ 22 6 „	19 3 Dec. 21 0 „ 22 9 „	20 6 Dec. 21 6 „ 23 0 „	18 6 Dec. 20 0 „ 21 6 „
15 0 Oct. 16 3 „ 17 6 „	15 6 Nov. 16 9 „ 18 0 „	17 0 Nov. 18 6 „ 20 0 „	18 9 Nov. 21 0 „ 22 6 „	19 3 Nov. 21 0 „ 23 0 „	19 0 Nov. 21 6 „ 22 9 „	20 0 Nov. 21 6 „ 23 0 „	19 6 Dec. 22 0 „ 23 0 „	19 3 Dec. 21 0 „ 22 9 „	19 3 Dec. 21 0 „ 23 0 „	19 9 Jan. 21 3 „ 23 6 „	20 0 Dec. 22 0 „ 23 6 „
15 0 Oct. 16 3 „ 17 6 „	15 6 Oct. 17 0 „ 18 6 „	17 0 Nov. 18 6 „ 20 0 „	18 9 Nov. 21 0 „ 23 0 „	19 3 Nov. 21 0 „ 23 0 „	19 0 Nov. 21 6 „ 22 9 „	19 6 Dec. 21 3 „ 23 0 „	19 6 Dec. 22 0 „ 23 0 „	19 6 Dec. 22 0 „ 23 0 „	19 6 Dec. 22 0 „ 23 0 „	20 0 Dec. 21 6 „ 23 0 „	20 0 Dec. 21 6 „ 23 0 „
22 6 Oct. 15 0 „ 16 3 „ 17 6 „	23 6 Oct. 15 6 „ 17 0 „ 18 6 „	27 6 Nov. 17 0 „ 18 6 „ 20 0 „	30 0 Nov 17 6 „ 19 3 „ 21 3 „	30 6 Nov. 19 6 „ 21 6 „ 23 6 „	27 9 Nov. 18 9 Dec. 21 3 „ 22 6 „	25 0 Dec. 26 3 „ 27 6 „ 19 6 „ 21 6 „ 23 0 „	28 0 Dec. 19 6 „ 21 3 „ 23 0 „	27 6 Dec. 19 3 „ 21 0 „ 22 0 „	27 6 Dec. 19 3 „ 21 0 „ 22 9 „	28 0 Dec. 19 9 Jan. 21 3 „ 23 6 „	27 6 Dec. 20 0 „ 21 6 „ 23 0 „
	‡17 3 Nov. 16 0 „ 18 6 „	‡18 9 Nov. 16 3 „ 20 0 „	‡21 3 Nov 18 9 „ 22 6 „	‡23 9 „ 22 6 „ 25 0 „	‡23 9 Nov. 22 6 „ 25 0 „	‡22 6 Dec. 20 0 „ 25 0 „	‡22 6 Dec. 21 3 „ 23 0 „	‡22 6 Dec. 20 0 „ 23 9 „	‡22 6 Dec. 21 0 „ 25 0 „	‡21 6 Jan. 19 9 „ 23 9 „	‡22 6 Dec. 20 6 „ 24 6 „
16 3 Oct. 15 0 „ 17 6 „ 16 3 „ 17 6 „ 15 0 „ 16 3 „ ¶17 6 „	17 0 Oct. 15 6 „ 18 6 „ ¶17 0 „ 15 6 „ ¶18 6 „	18 6 Nov. 17 0 „ 20 0 „ ¶18 6 „ 17 0 „ ¶20 0 „	18 9 Dec. 17 0 „ 20 6 „ 21 3 Nov. 18 9 „ ¶22 6 „	20 9 Dec 19 3 „ 22 6 „ ‡21 9 „ 19 6 „ ¶23 0 „	21 3 Dec. 19 3 „ 22 9 „ ‡21 6 Nov. 19 0 „ ¶22 9 „	21 3 „ 23 Co ‡21 6 Nov. 20 0 „ ¶23 0 „	21 6 Jan. 19 6 „ 23 0 „ ‡21 3 „ 19 6 „ ¶22 9 „	21 3 Jan. 19 6 „ 23 0 „ ‡21 0 Dec. 19 3 „ ¶22 9 „	21 0 Jan. 19 9 „ 23 0 „ ‡21 0 Dec. 19 3 „ ¶23 0 „	21 6 „ 20 0 „ 23 0 „ ‡21 6 „ 19 6 „ ¶22 6 „	21 6 „ 23 0 „ ‡22 0 „ 19 6 „ ¶23 0 „
15 0 Nov. 16 0 „ 17 0 „ 18 0 „ 22 6 Oct. 23 9 „ 25 0 „ 15 0 Nov. 16 3 „ 17 6 „	16 0 Dec. 17 0 „ 18 0 „ 22 6 Oct. 23 9 „ 25 0 „ 15 6 Nov. 17 0 „ 18 6 „	18 0 Dec. 19 0 „ 20 6 „ 22 6 Nov. 23 9 „ 25 0 „ 17 0 „ 18 6 „ 20 0 „	19 0 Dec. 20 0 „ 21 0 „ 22 6 Nov. 23 9 „ 25 0 „ 17 0 Dec. 18 3 „ 20 0 „	21 0 Jan.-Feb. 22 0 „ 23 0 „ 22 6 Nov. 25 0 „ 26 3 „ 27 6 „ 17 0 Dec. 18 6 „ 20 0 „	21 0 Jan 22 0 „ 23 0 „ 22 6 Nov. 25 0 „ 26 3 „ 27 6 „ 18 0 Dec. 19 6 „ 21 0 „	25 0 Nov. 26 3 „ 27 6 „ 19 3 Jan. 21 0 „ 22 6 „	21 6 Dec. 23 0 „ ‡21 6 Dec. 20 0 „ 23 0 „ 25 0 Dec. 26 3 „ 27 6 „ 17 6 Feb. 19 0 „ 20 6 „	21 6 Dec. 23 0 „ ‡22 0 Dec. 20 6 „ 23 0 „ 25 0 Dec. 26 3 „ 27 6 Dec. 18 0 Jan. 19 6 „ 21 0 „	21 6 Jan. 23 0 „ ‡22 0 Dec. 20 6 „ 23 0 „ 25 0 „ 27 6 Dec. 19 3 Jan. 21 0 „ 22 9 „	21 6 „ 23 0 „ ‡22 6 Dec. 20 6 „ 23 0 „ 25 0 „ 27 6 Dec. 19 6 Jan. 21 6 „ 23 0 „	21 6 „ 23 0 „ ‡22 6 Dec. 20 6 „ 23 0 „ 25 0 „ 27 6 Dec. 19 6 „ 21 0 „ 22 6 „
‡17 0 Nov. 18 0 „ ¶19 3 „ 22 6 Dec.	‡18 0 Nov. 19 0 „ ¶20 6 „	‡19 0 Nov. 21 0 „ ¶22 6 „	‡21 0 Nov. 21 0 „ ¶22 6 „	‡21 0 Nov. 21 0 „ ¶22 6 „	‡21 0 Nov. 22 0 „ ¶23 6 „	‡22 0 Dec 22 0 „ ¶23 6 „	‡22 0 Dec. 22 0 „ ¶23 6 „	‡22 0 Dec 21 0 „ ¶23 6 „	‡22 0 Dec. 22 0 „ ¶23 6 „	‡22 6 Dec. 22 6 „ ¶23 6 „	22 0 Dec. ¶23 6 „
25 0 Oct. 27 6 Dec. 27 6 „	26 0 Oct.	30 0 Nov.	26 0 Dec-Jan. 31 0 Dec-Jan.	27 6 Jan. 32 6 Jan.	24 0 Dec. 25 0 „ 26 0 „ 26 0 Jan. 31 3 Jan.	27 6 Jan.	30 6 Dec.	21 0 Jan. 22 0 „ 23 6 „ 26 3 Feb.	31 6 Feb.	26 3 Feb.	28 6 Jan. 31 3 Jan
Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 30 to 35 Yen 23	Rs. 25 to 30 Yen 4-20 per bale	Rs. 25 to 30 Yen. 4-20 per bale	Rs. 25 to 30 Yen. 4-20 per bale.	Rs. 25 to 30 Yen. 4-20 per bale.	Rs. 25 to 30 Yen. 4-20 per bale	Rs. 25 to 30 Yen. 4-20 per bale.	Rs. 25 to 30 Yen. 4-20 per bale.	Rs. 25 to 31 Yen. 4-20 per bale.	Rs. 25 to 30 Yen. 4-20 per bale.

*Bengal 1st Class Coal. †Bengal 2nd Class Steam Coal. ‡Bengal 2nd Class Ordinary Coal. ¶Seeds Measurement.

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